

Trains, Trolleys and Planes
in our area of Bedford Township

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The New York Central Freight Line

.

The InterUrban ABC Trolley

.

Conrail

.

Ward Airport

Also on this web site:

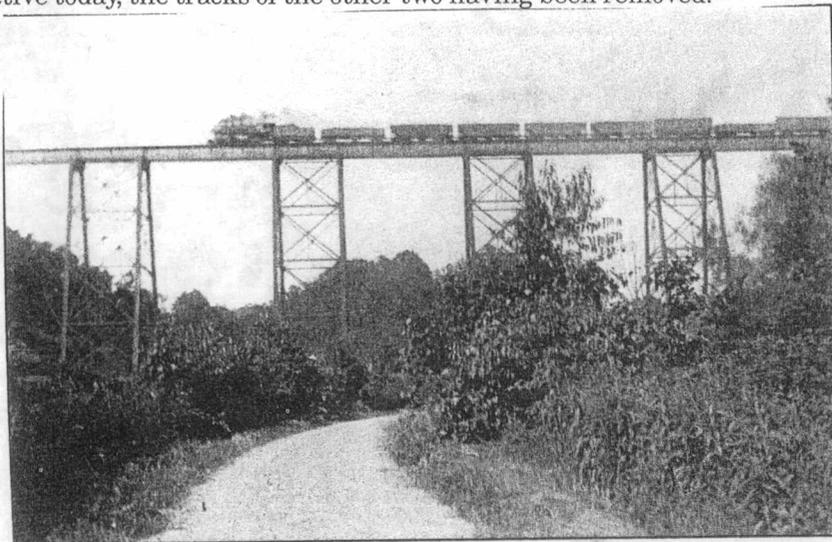
Album of maps – some of the maps show the path of the right-of-way and NYC freight line

CHAPTER 10

The NEW YORK CENTRAL FREIGHT LINE

TRAINS AND TRACKS AND TROLLEYS

For several decades in the 1900's train tracks ran along both the eastern and western sides of Walton Hills. To our west were the Lake Erie and Pittsburgh Railroad tracks (New York Central). Toward our east were the Cleveland and Pittsburgh Railroad (Conrail) and the Akron, Bedford, and Cleveland Electric Interurban Railway (ABC). Only one of the lines is active today, the tracks of the other two having been removed.



STARTING in 1911 NYC freight trains crossed Tinkers Creek Valley on this trestle-supported bridge. (Date of photograph unknown. Photo reproduced by Nina Wolf)

For several decades in the 1900s, New York Central freight trains ran along the Dunham Road section of Walton Hills. This secluded strip of land is now mostly park owned, except for a section east of Dunham Road and north of Egbert Road that is privately owned since the mid 1990s.

The freight line, in operation from 1911 until the 1960s, hauled strings of cars laden with coal and other bulky cargo. During those years the familiar whistles of its coal-powered steam locomotives pierced the ears of nearby residents several times daily.

Faced with declining business, the New York Central stopped using the line in the 1960s. In 1973 they tore down the high steel trestle and removed the tracks. NYC employees hauled away most of the debris, but left behind some railroad plates and spikes for local souvenir hunters to find when they scoured the track bed.

The Cleveland Electric Illuminating Company took over ownership of the railroad right-of-way. The company turned over to the local Metropark the portion of the right-of-way south of Alexander Road for a multi-purpose trail.

CEI kept its section of right-of-way from Egbert Road to the south trestle abutment, at the top of the hill by Tinkers Creek. The right-of-way was 60 feet wide near Egbert Road, but widened to 300 feet wide at the abutment. Its path was covered with large rough stones, making it difficult for people to negotiate on foot and nearly impossible by bike. The last four hundred yards of the right-of-way was a man-made embankment that gradually rose to an imposing 80 feet above the surrounding ground level and ended abruptly at the south trestle abutment. In 1994 and 1995, the elevated railroad bed leading to the south trestle abutment was leveled to its original terrain.

Today, only memories and scattered pier foundations remain of the NYC line that paralleled Dunham Road. Its long and high steel trestle that spanned Tinkers Creek Valley and was a noted landmark, is erased from the landscape. Even the elevated railroad bed leading to the south trestle abutment is flattened.

The FREIGHT LINE'S BEGINNINGS

Back in the 1890s the Lake Erie and Pittsburgh Railway bought the right-of-way for this freight line. At the turn of the century the New York Central Railroad System acquired the L. E. & P., one of several smaller railroad lines in this part of the country. Local people referred to the line by both its names, the L. E. & P. and the New York Central. On official county maps, however, it was listed as the L. E. & P. Railroad for its entire existence. The freight line extended from Cleveland to Hudson, Ohio. Once in Hudson, the freight line connected with other rail lines.

Whereas most railroad tracks in our part of the country follow a valley floor and have relatively few and easy grades, this stretch of tracks crosses steep, treacherous hillsides and unyielding terrain. This line required many culverts, fills and bridges, including several high trestles. The highest and most imposing of its bridges crossed Tinkers Creek. This bridge was the longest, at roughly a quarter mile, and stood a full 150 feet above the water. Two other nearby trestle bridges on this line, that are also now park land, crossed Sagamore Creek gorge and Brandywine Creek.

Engineers and construction crews faced significant problems and arduous and risky work conditions when they planned and laid this freight line.

WORK STARTS on the LINE

It took seven years, from 1904 until 1911, to complete the Tinkers Creek section of the freight line. Work crews elevated long stretches of the land before they laid the ties and rails. A wide concrete culvert was constructed for Sagamore Creek to flow through.

Cuyahoga County engineers rerouted Egbert Road in 1907, so that instead of having to build two bridges in the Egbert / Dunham Road area, one would suffice at the new intersection. That bridge supported the two-way train tracks as well as a railroad spur. In addition, bridges were built over Alexander Road and Sagamore Road.

TRESTLE BRIDGE PREPARATIONS: RAISING the GROUND LEVEL

The natural land elevation at the northwest hillside of Dunham Road was much higher than the hillside level at the southeast. In between the two hillsides was the Tinkers Creek Valley. In order to minimize the grade, the ground level for tracks southeast of the bridge had to be built up. Crews raised a 400-yard stretch of land until it rose to an imposing 80 feet above the surrounding ground level, where the south trestle abutment would be constructed.

The raised embankment consisted of approximately 250,000 tons of granulated slag, "popcorn slag" as it is also called. Granulated slag is ideal road-base material because of its fine granulation, light weight and compacting properties. The slag is a by-product of the blast furnace process used by steel-producing factories in the early 1900s. It is believed that this particular slag came from old steel mills in Youngstown and/or Pittsburgh.

CONSTRUCTING BRIDGE ABUTMENTS

Constructing a railroad bridge to cross the Tinkers Creek Valley was an engineering feat. Sturdy bridge abutments on both of the hillsides were needed because the hillsides were composed of flaky, unstable shale and soft sandstone.

Railroad crews built and then buried a wooden framework under each concrete abutment. They used 12 inch by 12 inch timbers for the hidden reinforcement. Then they encased the wooden scaffolding with dirt, gravel and slag, and, lastly, poured concrete over the mixture for added strength. These superstructures formed the foundation for the high steel trestle bridge.

Some of the encased timbers by each trestle abutment crisscrossed to form a framework for the embankment leading to the trestle abutment. The NYC built a wooden scaffold structure, using timbers 12" x 12" thick. Local old-timers said it resembled a Tinker Toy construction. Many evenly-spaced concrete piers provided a sturdy foundation for the framework.

The framework served two purposes; it provided support for the to-be-built elevated track and it housed temporary railroad tracks during construction.

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CONSTRUCTING BRIDGE ABUTMENTS

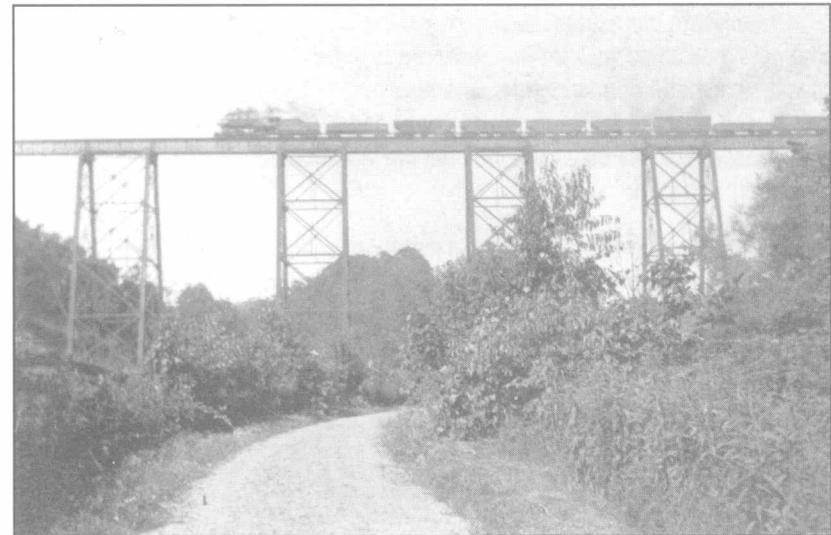
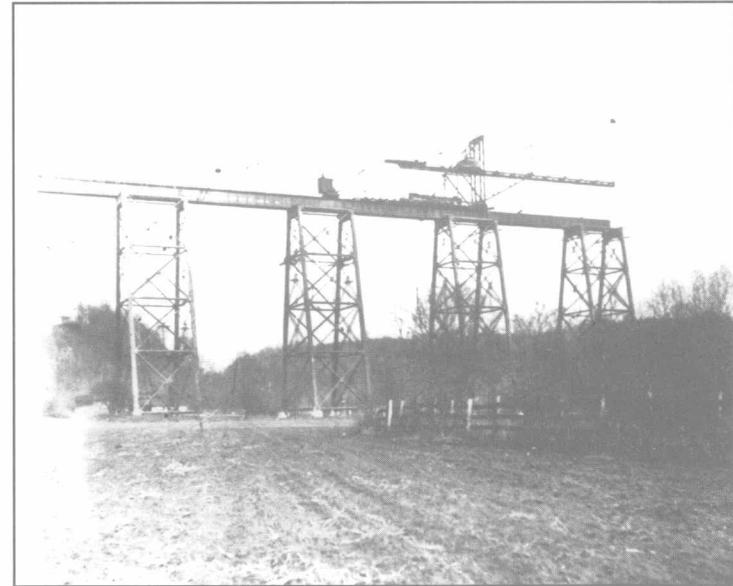
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CONSTRUCTING THE NYC TRESTLE BRIDGE over the Tinkers Creek Valley.
(Photo reproduced by Nina Wolf)



STARTING in 1911 NYC freight trains crossed Tinkers Creek Valley on this trestle-supported bridge. (Date of photograph unknown. Photo reproduced by Nina Wolf)

Using those tracks, a train engine repeatedly backed up and dumped a bottom-load car of slag, thus forming the slag-filled embankment. As more and more slag was dumped, the wooden scaffold was completely buried. Except for the piers and framework, the embankment was composed solely of granulated slag. Time and weather exposed some of the inner wood framework.

In 1909, when most of the other projects for this section of the line were completed, work began on the bridge.

The TRESTLE BRIDGE

This railroad bridge, built during the years 1909 to 1911, towered 150 feet above Tinkers Creek and had a span of almost a quarter of a mile.

The trestle-supported bridge had two sets of tracks with a narrow walkway in the middle. Several platforms jutting out along the side of the bridge for emergency use. The platforms served as safe havens where railroad workers could stand when trains passed by. Also, on each platform sat a barrel of water. Even though the bridge itself was made of steel, sparks from the steam engines could ignite the wooden ties, causing a fire.

Underneath the railroad trestle bridge there was a catwalk, built so that railroad employees could walk under the tracks to inspect and make repairs. The catwalk was made of a string of suspended wood planks, each about 8 inches wide and 2 inches thick. The workers had to walk on those planks. Workers hastily got off the catwalk if they felt the vibrations of an approaching, slow-moving freight train.

Several long-time residents, men and women too, from suburbs in and around Walton Hills, share their stories about their bridge walks. They tell of breathtaking, harrowing trips along the bridge and/or catwalk, from one end of the bridge to the other. Most of them never felt or saw an approaching train, but they said they would have outrun an approaching train rather than scurry to the nearest platform for safety. None of these people recall anyone falling off the bridge.

RAILROAD SPUR

The NYC constructed a spur called the Little Egypt Siding. It paralleled the main set of tracks. The spur began south of the trestle bridge, to the rear of the property at 7135 Dunham Road, and ended just north of Alexander Road, by today's First Energy high-voltage electric power lines. The single-track siding enabled workers to take cars off the main track for repairs or water, and allowed other trains to pass by.

SAGAMORE CREEK CULVERT

West of Dunham Road and a few feet south of Alexander Road, railroad crews constructed a wide culvert through which Sagamore Creek could run, and over which the tracks could be laid. This is yet another long stretch of land where considerable landfill was required to provide the proper grade.

SAGAMORE CREEK WATER TOWER and PUMP HOUSE

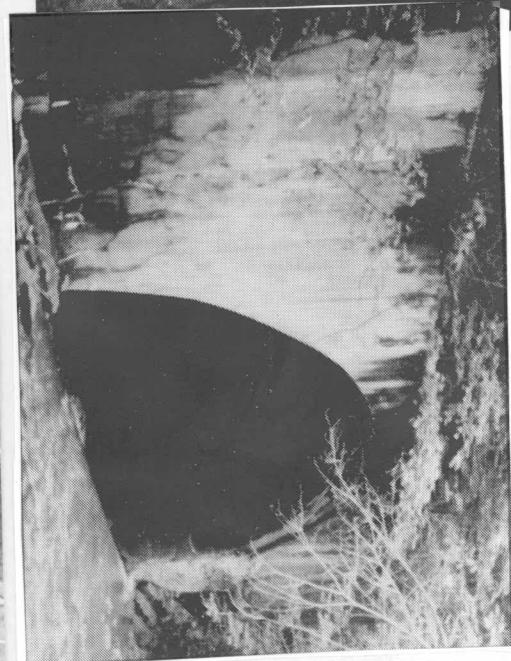
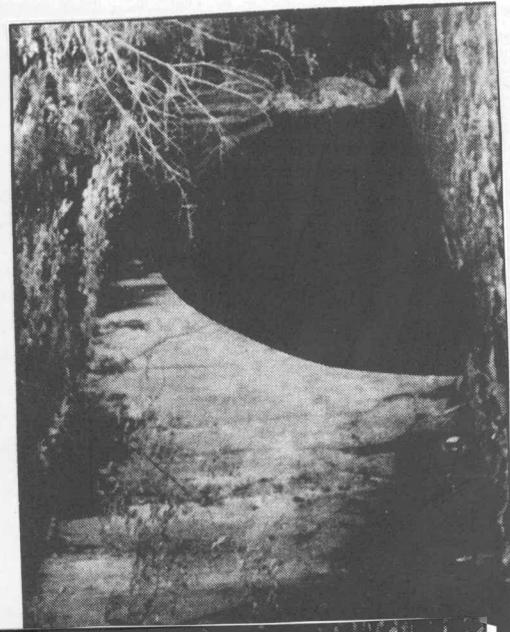
A large, high water tower and a pump house were built in the ravine on the bank of Sagamore Creek. From the tower, crews got their water supply for construction of the line, and later, water for their steam engines and emergency uses. A coal-powered steam turbine ran the pump. According to Richard Long, son of a New York Central section foreman, it took no more than five minutes for a fireman to fill his water tank at the Egypt stop before his engineer continued his journey.

The tank (body) of the water tower was made of 2 _ inch thick tongue and groove redwood planking. The support for the high water tower was the usual superstructure of concrete and steel. Both the pump house and the water tower were torn down in the early 1940s, but pieces of concrete and metal are near the culvert.

In the railroad's early years, Joseph Dolejs, a local resident, performed two jobs for the railroad. He ran the pump house and was the line walker. Engineers stopped their trains at his pump house station to add hot water to their engines. Dolejs checked the coal supply and made sure adequate hot water was available. As line walker, he checked his section of tracks for loose ties, and kept an ample supply of water barrels placed on platforms along the trestle.



The NYC Sagamore Creek CULVERT. Near the culvert workers built a water tower and pump house for the freight line. (1986 photograph)



SAGAMORE CREEK
R.R. CULVERT
S. of Alexander Road
W. of Dunham Road
1986 photos



GOING UP 1911

The Trestle.....

Going up - 1911

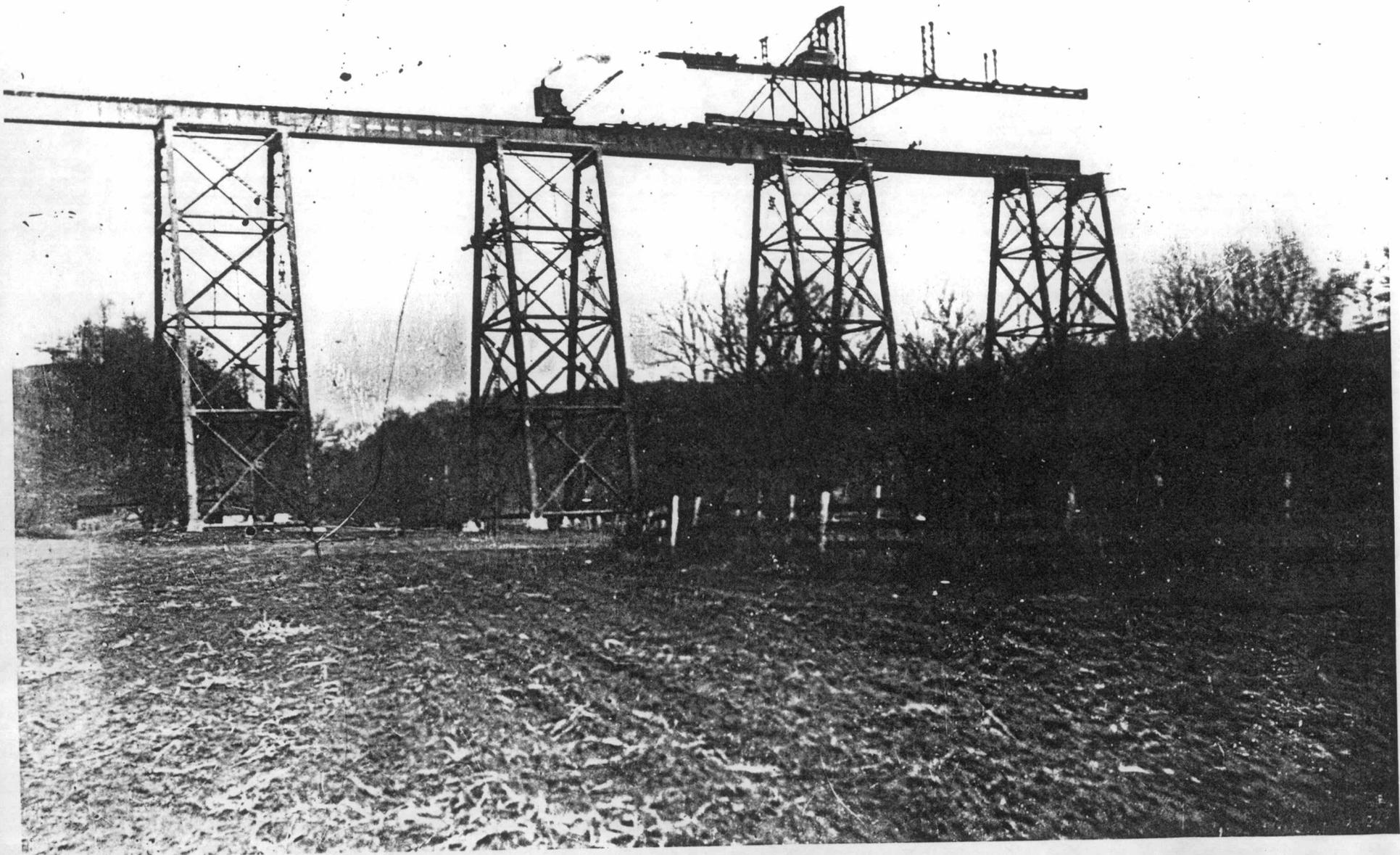


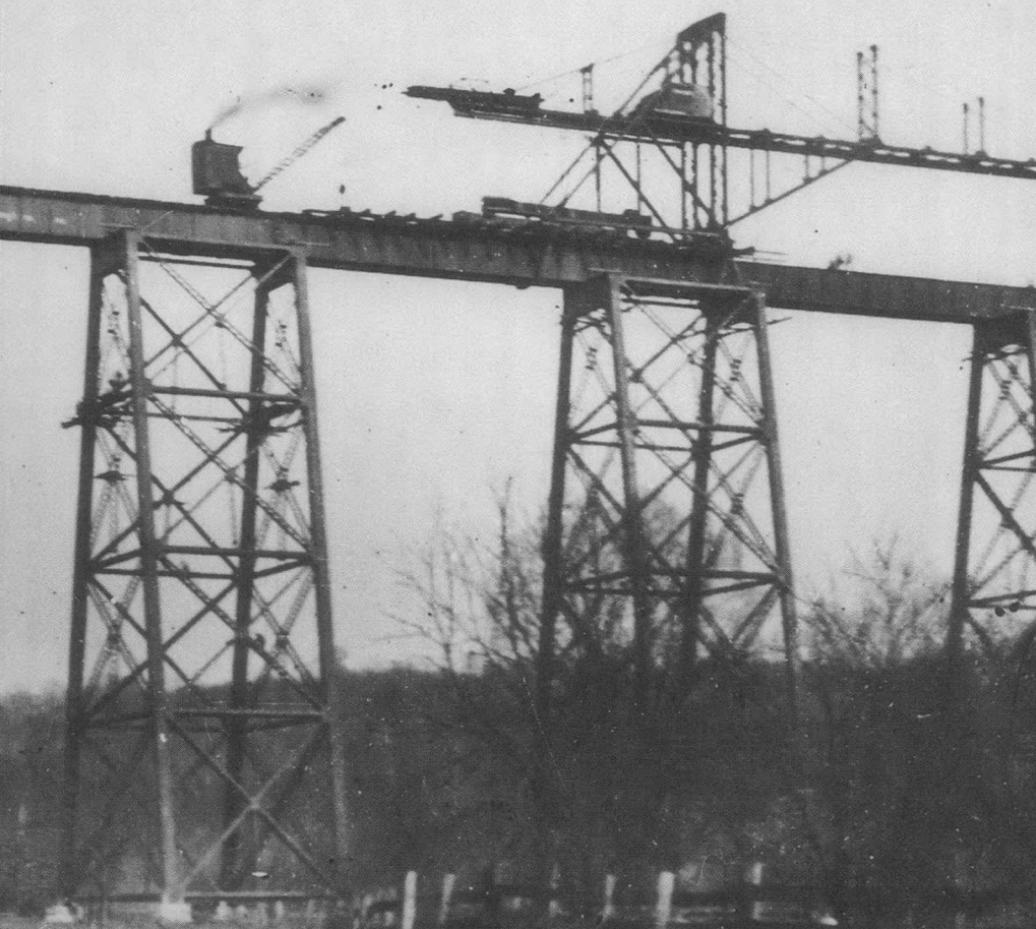
Coming Down - 1974



COMING
DOWN
1974

NYC Trestle Bridge
under construction 1909-1911

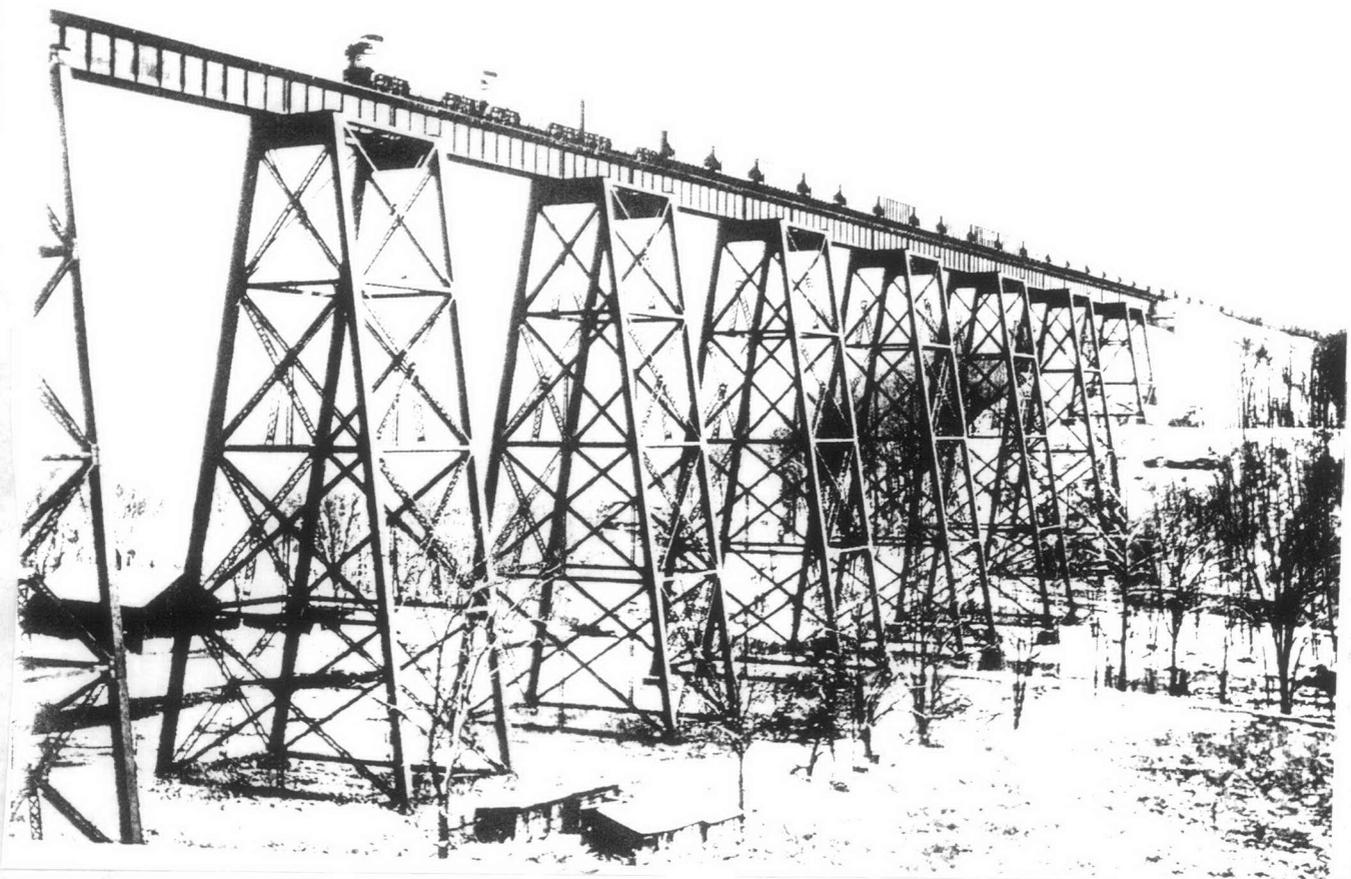




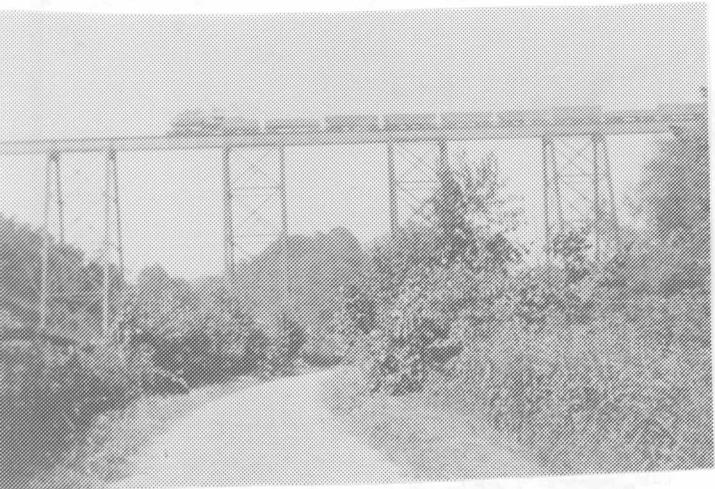
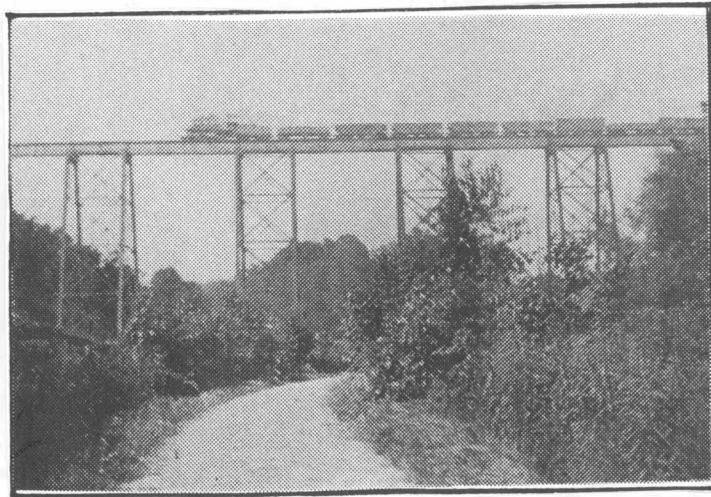
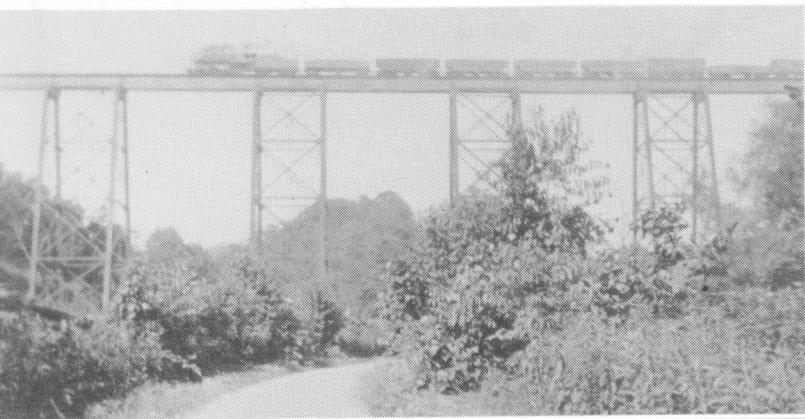
Construction of RR Trestle across Tinkers Creek c. 1911



March 1957—New York Central freight trains roll across the high Tinker's Creek trestle. This long steel span over the broad valley was built in 1911 and was demolished in 1974. It was located near Dunham Road, over the west end of Bedford Reservation of Metroparks.

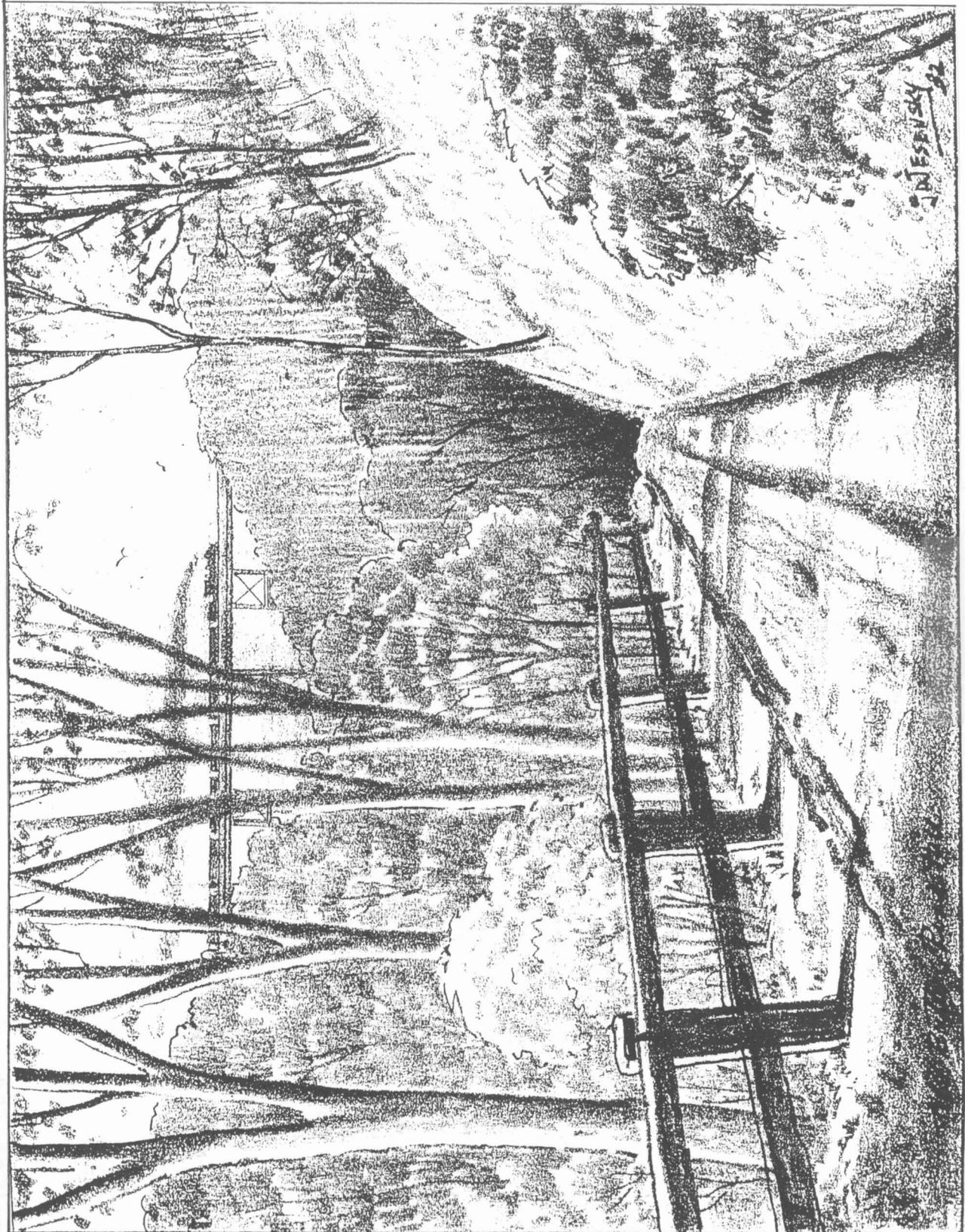


NYC Train on trestle-bridge

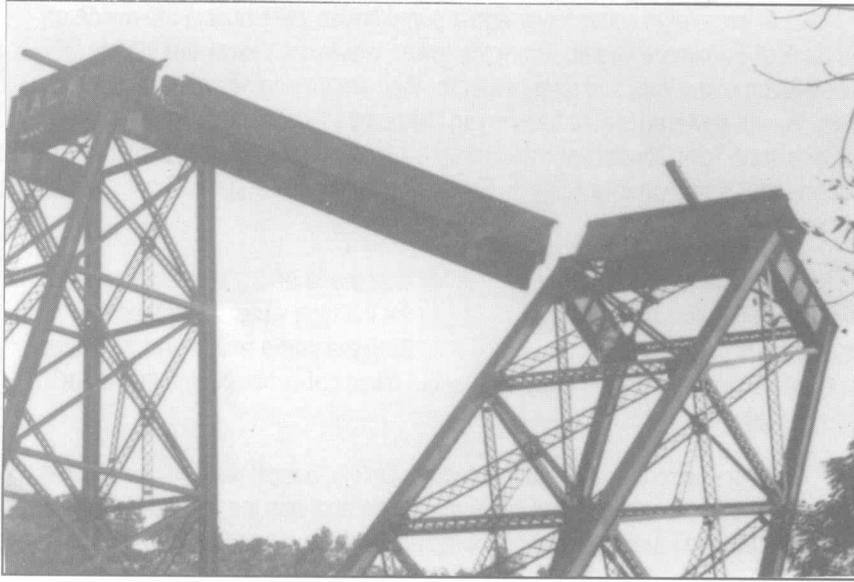


BEGINNING IN 1911, NEW YORK CENTRAL FREIGHT trains crossed Tinker's Creek Valley on this trestle-supported bridge.

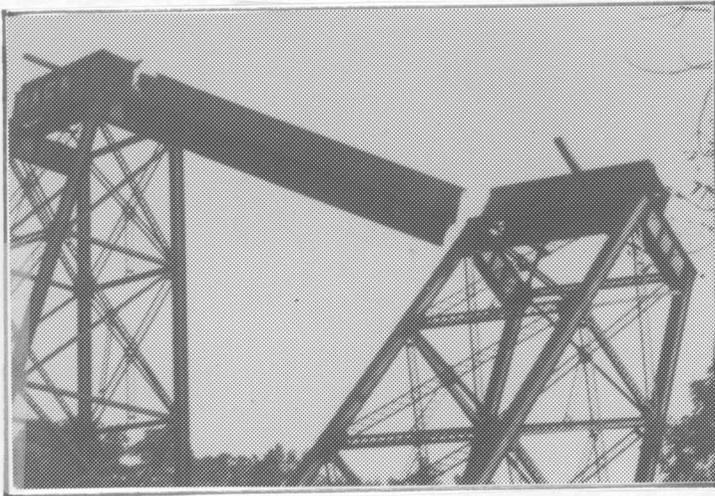
NYC FREIGHT LINE
TRAIN ON TRESTLE as viewed from Button Road



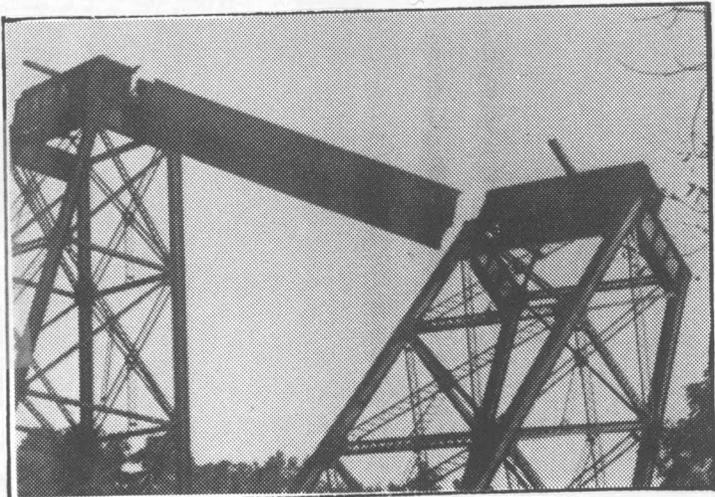
TEARING DOWN THE NYC TRESTLE



The TRESTLE FALLS. In 1973 the NYC razed the long, high steel trestle.
(Photo reproduced by Nina Wolf)



38 B



38 B

File: Tinker Creek
 1970

On the entire route of the early - Pittsburgh & Lake Erie R.R.
 Built in 1910 - then later the New York Central line and latterly, the Penn
 Central R.R. ^{& last - the Conrail line} at the time of its demolition - the line crossed rough terrain -
 ravine after ravine and several large valleys - Tinker Creek being the widest -
 then numerous lesser ravines and the next largest Valley of Brandywine Cr.

note: The Trestle was demolished in 1974

Old Railroad Trestle Dubbed Park Nuisance

By JASON THOMAS

An abandoned railroad trestle in the Cleveland Metropolitan Park System has become an unwanted attraction.

It took thousands of tons of iron to build the towering 200-foot-high Tinker's Creek trestle that has spanned the Bedford Reservation of the park since the turn of the century.

IT WAS A major construction feat of the Pittsburgh & Lake Erie Railroad, but the

rusty hulk outlined the company and the need for a railroad.

About a year ago the ~~Penn~~ Central Railroad (which then owned the trestle following a merger) abandoned the right of way and ripped out the tracks.

The still solid trestle has survived a half century of northeastern Ohio weather and three owners, but park officials hope it doesn't last much longer.

"It's a dangerous thing,"

said Park Director Harold W. Groth. "It has become a nuisance and we would like to see it down and out of there."

ALREADY ONE man has committed suicide by jumping from the bridge.

Groth fears an even worse accident.

Even though sturdy wire barricades block the approaches to the trestle, the exposed sides are frequent targets for high school artists.

The trestle is resplendent with vows of undying love and competition to immortalize various graduating classes in white paint.

To accomplish this bit of artistry, the youthful painters dangle over the edge of the trestle with several of their buddies holding their legs.

Don Houser, manager of the legal department of CEI, is not sure the problem is that serious. He also has doubts whether the abandoned trestle has outlived its usefulness.

"PERHAPS this right-of-way should be preserved for mass transit purposes," Houser said.

The roadbed is a link between Cleveland and the edge of Akron. The northern portion is owned by CEI and the southern portion by the Ohio Edison Co.

It also could be used for high tension lines.

CEI has a study under way to decide the fate of the trestle and plans to make an announcement in about a month.

Tearing down the trestle would be costly even though the thousands of tons of iron would be valuable scrap.

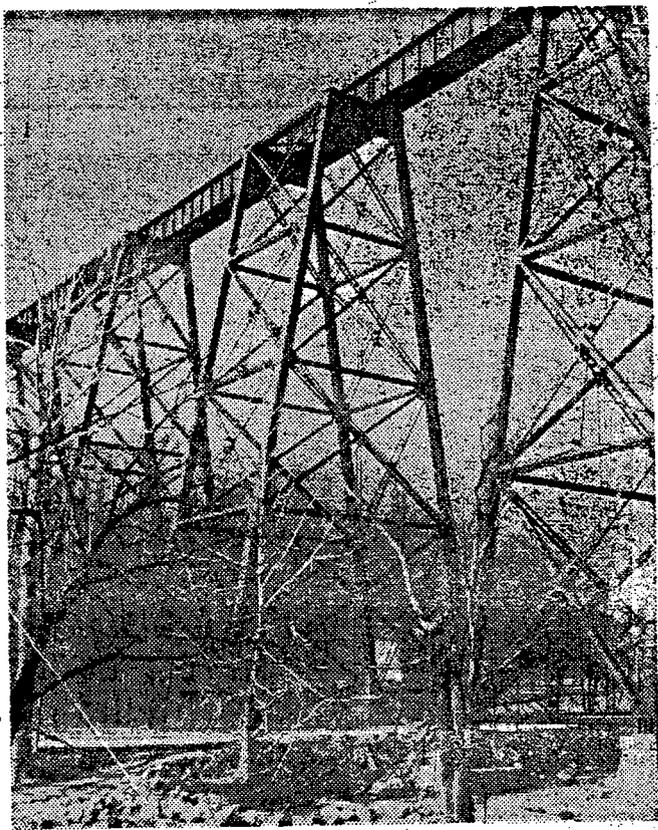
and the vast fill and cut at the Boston Ledges; before it emerged from the Cuyahoga Valley. Several long trestles were required - the longest - Tinker Creek - Brandywine, the next longest. The measurements of these two are as follows:
TINKER'S CREEK

- Span, 1300 ft. (1/4 mile)
 = Hght. above stream = 160 FT.
 Steel Towers = 10 - each tower 4 sections high. Bases anchored to large concrete pylons bases in stream bed.
 On the south approach - a long filled embankment had to be built - requiring many tons of earth and fill material - all obtained in the immediate area - which vastly altered the local terrain all around. The rail bed was built for double tracks though only a single track was laid.

BRANDYWINE CREEK
 Approx. Lght above stream 70 ft.
 Span - 1,000 ft.

9 Towers - each 3 sections high in the middle towers demolished when I-271 was built up the Brandywine Valley.

No measurements available in the long fill at the Boston Ledges. See other side.



Cleve. Plain Dealer, Apr. 19, 1970
 From south side - Tinker's Creek

UNWANTED - Trestle in the Bedford Reservation has attracted amateur painters despite its 200-foot height. It is abandoned and the Cleveland Metropolitan Park System would like to see it torn down.
 Plain Dealer photos (Richard J. Misch)

From Thomas H & Ida Claire Kerwin
3821 North Tazewell St.
Arlington, VA 22207-4569

Thomas H. Kerwin
Retired Treasurer
Norfolk-Southern Railroads
(Chesapeake RR and other
eastern railroad companies
were his former employers)

12-2003 Pops
NYC Railroad

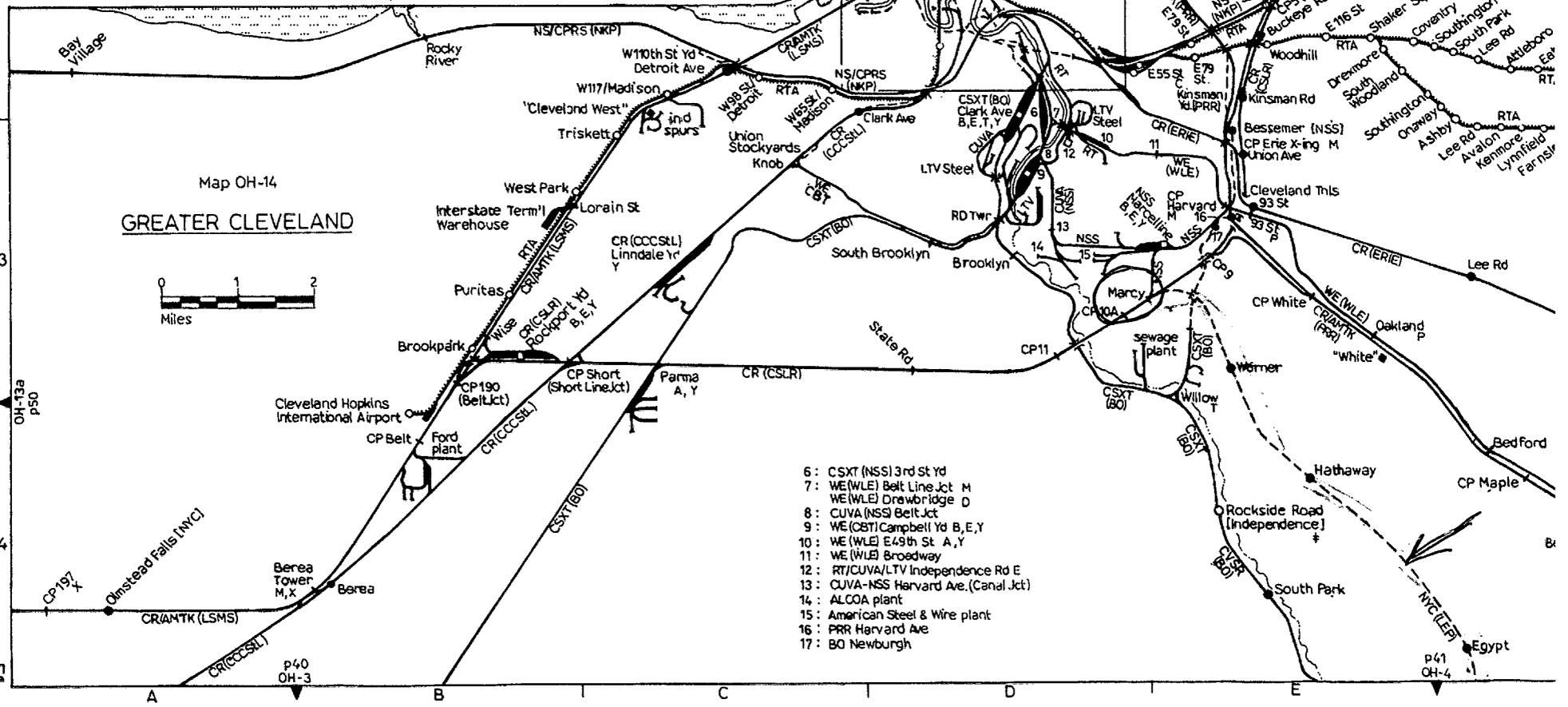
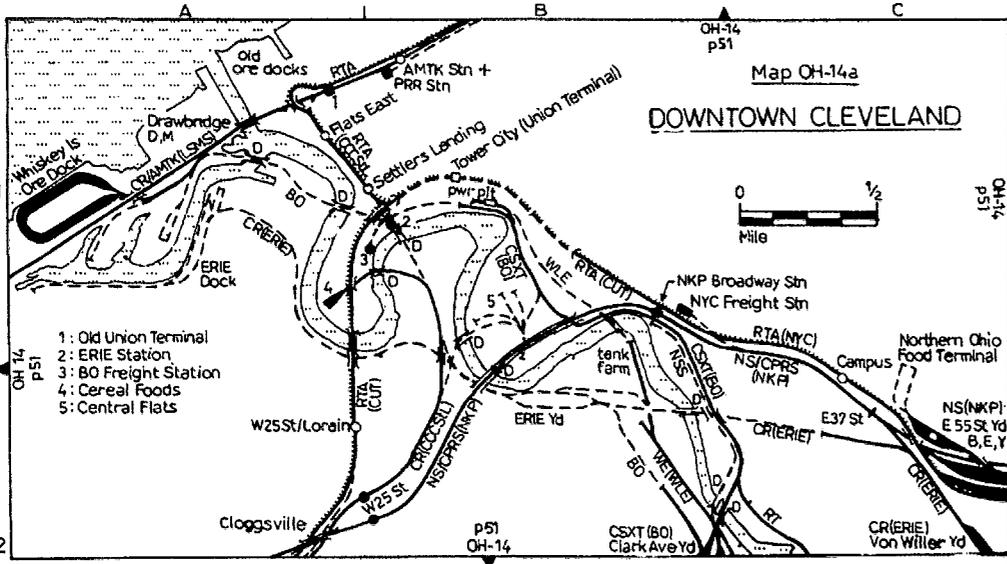
To Jean & Bob Kainings

Hi Kids—Many thanks for your interesting articles on the NYC line that ran through Walton Hills. I remember it well. A train passing over the Tinkers Creek bridge was an impressive sight (and sound), especially at night. Your work aroused my curiosity and so I dug out a few reference books that I have around here and discovered the enclosed materials.

The description of the Lake Erie & Pittsburgh is from the 1967 edition of Moodys Transportation Manual. As you can see it was jointly owned by NYC and the Pennsylvania Railroad. NYC used it under trackage rights which permitted through trains to run over it, but NYC was not allowed to originate or terminate traffic on the line. It only ran 28 miles from Marcy (Cleveland) to Brady Lake near Ravenna; but it was important because it enabled NYC to run its freight traffic from the New York-Chicago main line, via Cleveland, to Youngstown where connections were made with the NYC affiliate, Pittsburgh & Lake Erie providing access to Pittsburgh. This was accomplished by means of trackage rights over PRR from Brady Lake to Youngstown.

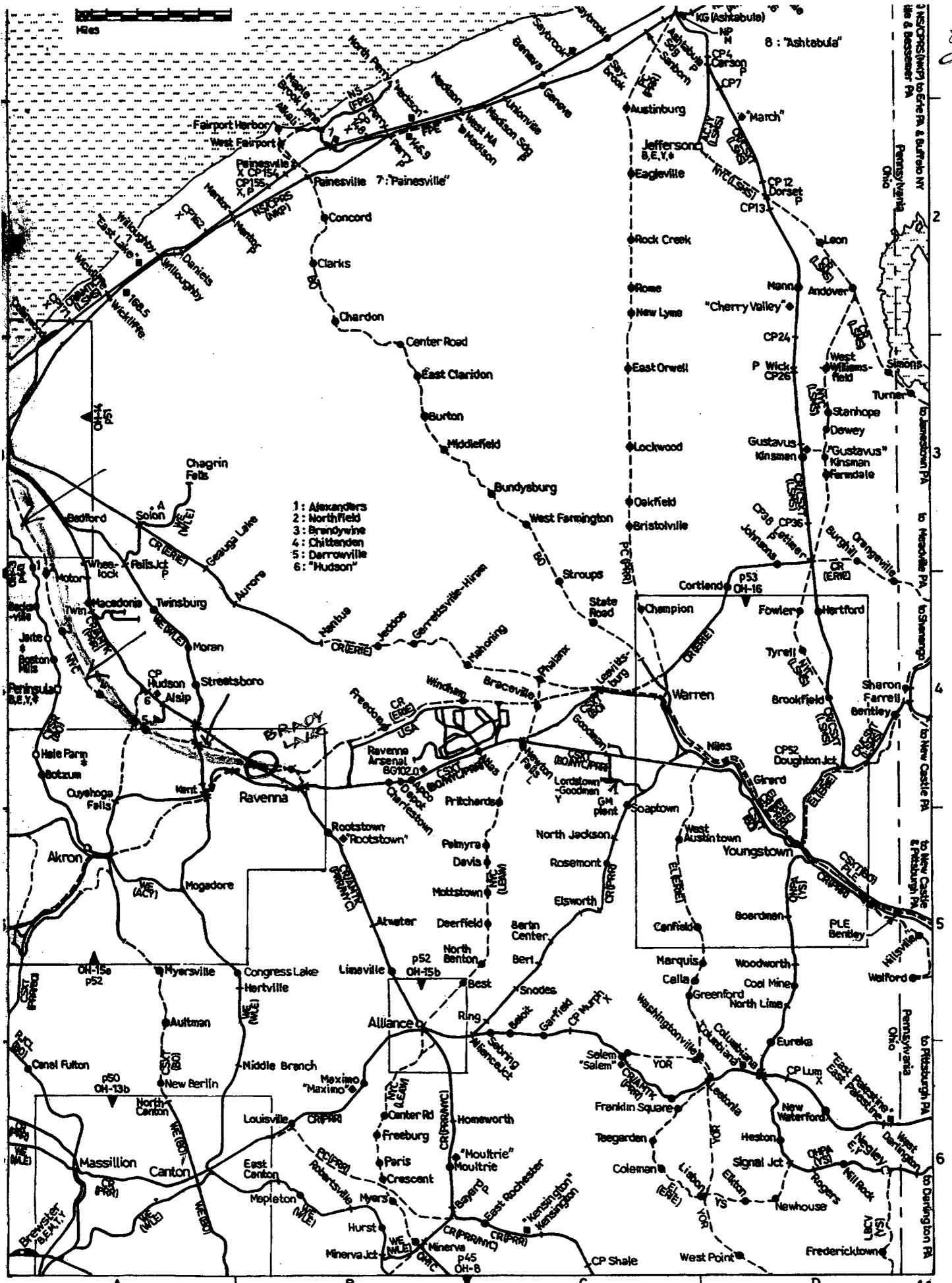
In 1968, PRR and NYC merged to form the ill-fated Penn Central. Of course, one of their main objectives was to reduce costs through elimination of duplicative and redundant facilities. Since the PRR line from Cleveland to Pittsburgh was the more direct and better-engineered of the two, the Lake Erie & Pittsburgh was one of the first lines to be abandoned. Many others followed in the name of economy and route rationalization.

This is just the bare bones business history of the LE&P. I thought the materials you guys developed with regard to the people involved in its construction and operation made it a great deal more meaningful. It was very well done—and thanks for thinking of me. Happy holidays—Hope to see y'all in the new year. Love from Ida and Tom.

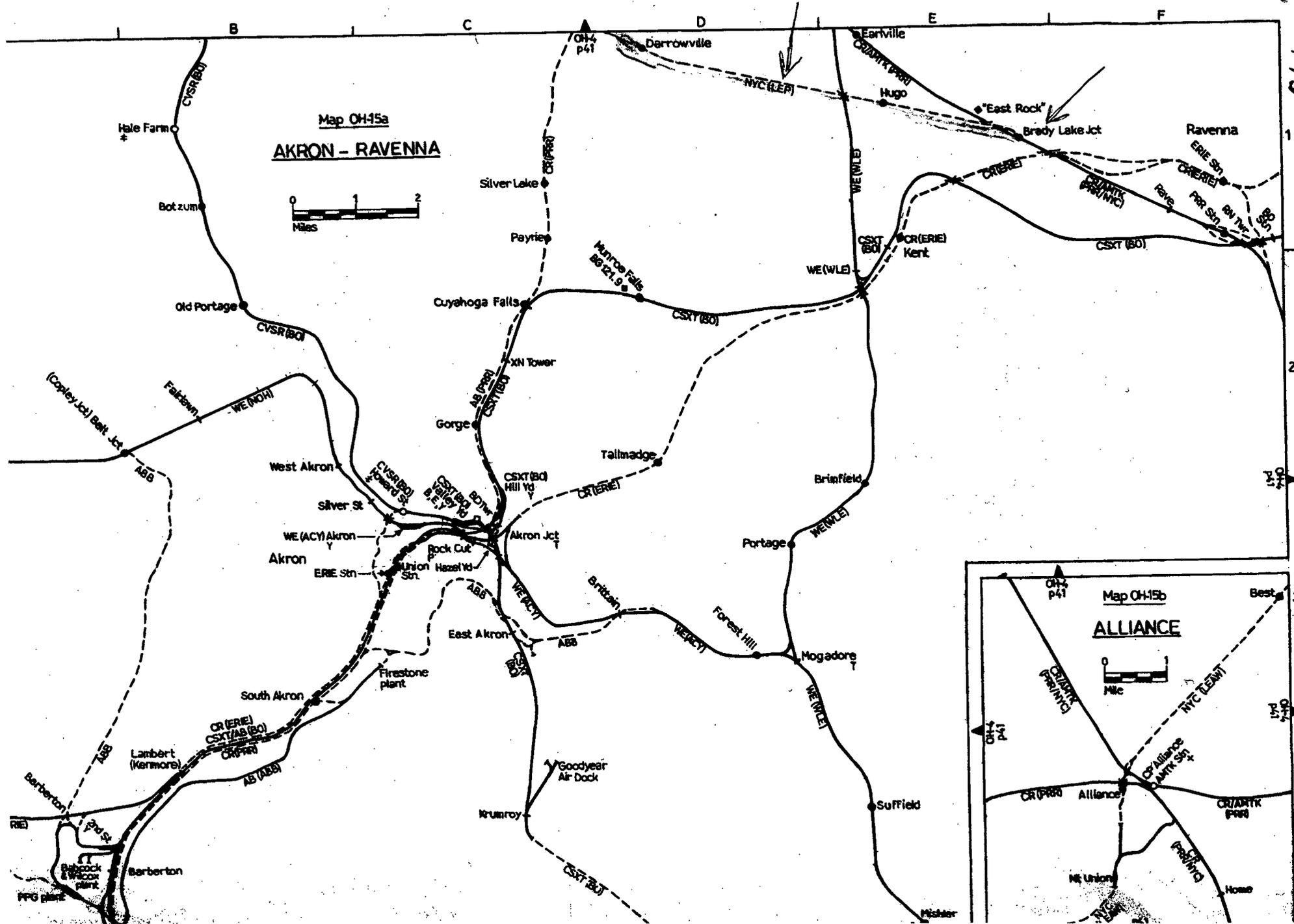


2095

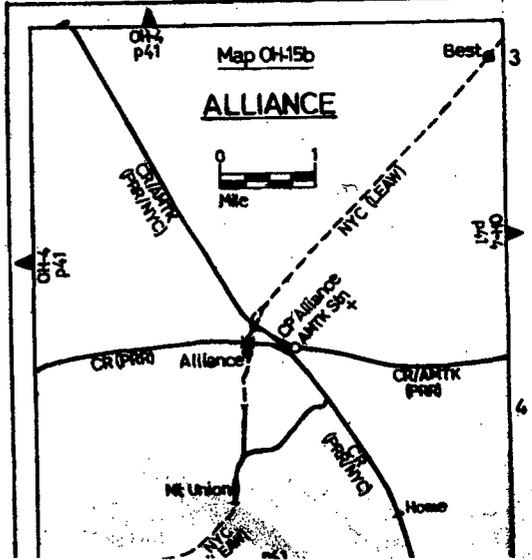
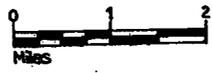
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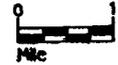
- 1: Alexanders
- 2: Northfield
- 3: Brandywine
- 4: Chittenden
- 5: Darrowville
- 6: "Hudson"



Map OH-15a
AKRON - RAVENNA



Map OH-15b
ALLIANCE



4115

100

3

4

6

2,971	3,924
1,583	1,522
\$82,443	\$65,174
\$83,900	\$83,900
120,780	99,004
1,712	1,326
413,949	419,256
\$82,443	\$65,174

County Railroad
 res; par \$100.
 1930; 1931, none; 1932,
 1934, none; 1937 and
 1941; 1942 and
 1943 and 1944

IVILLE & ROAD CO.

in Arkansas Aug. 16,
 operate lines of the
 R.R. Co., sold at fore-
 1922. Latter company
 laws of Arkansas in
 is, Paris & Gulf R.R.,
 June, 1910.
 the Antoine Valley
 hule, Arkadelphia &
 1911 purchased Hot
 western R.R., and the
 The line as projected
 in, Tenn., 255 miles,
 61 Dec. 31, 1966, Ash-
 miles, 2; cabooses, 1;
 bs.
 Pres.; Paul Barnett,
 Conway, Vice-Pres.,
 er, Colo.; A. F. Back-
 H. M. Bratton, Gen.

cus, Nashville, Ark.;
 units, P. S. Barnett,
 o.
 ec. 31, 1966, 6.
 31, 1966, 24.
 lle, Ark.
 ended Dec. 31:

1966	1965
\$376,154	\$351,413
190,383	182,481
185,771	168,932
50.61%	51.92%
80,234	77,369
105,537	8,622
9,965	85,991
115,502	53,965
51,767	32,328
63,735	ec. 31:
1966	1965
\$628,337	\$619,747
2,591	2,591
194,733	195,726
970	1,747
211,897	166,736
15,060	15,767
10,353	9,712
15,839	3,162
1,079,780	\$1,020,178
1966	1965
\$100,000	\$100,000
44,223	32,354
2,876	28,036
277,368	262,371
63,669	49,608
591,644	527,909
1,079,780	\$1,020,178

ysenia, Nashville &
 lock; par \$100;
 are; outstanding, 1,-
 eal Cement Co., Den-

one thereafter to 1936
 1938, \$100; 1939 and
 none; 1943, \$50; 1944,
); 1947, \$35; 1948, \$45;
 \$50; 1952 to 1955, incl.,
 1958, \$100; 1959, none;
 1962, \$25; 1963, none;
 1, none.

& WILMINGTON

under laws of Massa-
 ine of road operated,
 to Readsboro, Vt., a
 Sidings, 0.54 miles,
 65 and 55 lbs. Equip-
 owns 1,884 2/3 shares

Pres.; K. H. Lemnah,
 edict Sloboda, Vice-
 Silver, Treas.; L. L.
 ; Stavisky & Sha-
 v. J. S. Pinsky, David
 Sloboda, K. Lemnah,
 Mass.
 October at North

No. of Stockholders: Dec. 31, 1966, 16.
No. of Employees: Dec. 31, 1966, 11.
Corporate Office: North Adams, Mass.
Treasurer's Office: Boston, Mass.
Operating Office: Readsboro, Vt.
Income Account, years ended Dec. 31:

1966	1965
Oper. revenues	\$74,173
Operating exp.	66,747
Net oper. rev.	7,426
Operating ratio	89.99%
Ry. tax accr., etc.	4,998
Ry. oper. income	2,428
Deductions (net)	3,125
Net income	697
Balance Sheet, as of Dec. 31:	
Assets:	1966
Road & equip.	\$268,006
Other invest.	90
Current Assets:	
Cash	4,116
Accts. receiv.	201,913
Mater. & suppl.	4,982
Total	\$519,125
Liabilities:	
Cap. stock (\$100)	\$250,000
Curr. & Accr. Liab.:	
Accts. pay., etc.	35,199
Tax liability	1,185
Other curr. liab.	18,323
Deferred liab.	2,500
Accrued deprec.	30,488
Unearn. surplus	241,870
P. & l. deficit	4161,937
Appr. surplus	1,500
Total	\$519,125
Current assets	\$211,029
Curr. & accr. liab.	104,706
Net current assets	106,323
Capital Stock: L. Hoosac Tunnel & Wilm-	
ton Railroad Co. stock; par \$100:	
AUTHORIZED—2,500 shares; outstanding, 2,-	
500 shares; par \$100. S. M. Pinsky owns	
1,884 2/3 shares.	
DIVIDENDS—1896, \$1; 1897-1904, incl., \$2;	
1905-10, none; year ended June 30, 1911, \$10;	
1912-21, none; 1922, \$10; 1923, \$75; 1924, \$5; none	
thereafter.	
TRANSFER AGENT AND REGISTRAR —	
Office of company.	

LAKE ERIE & PITTSBURG RAILWAY CO.

History: Incorporated under Ohio laws,
 April 30, 1903, for the purpose of building a
 railroad from Lorain to Youngstown, O., 91
 miles, and branch to Cleveland, 29 miles.
Line of Road: Road is in operation from
 Marcy to Brady Lake, Ohio, 27.76 miles, and
 6.57 miles of passing and switching tracks.
 Standard gauge: Rail, 100, 105 and 127 lbs.
Control: The road is operated in the joint
 interest of New York Central R.R. Co. and
 Pennsylvania R.R. Co., which companies joint-
 ly own the entire capital stock and funded
 debt outstanding.
Officers: W. R. Grant, Pres.; G. M. Smith,
 Vice-Pres.; R. W. Carroll, Sec.; R. C. McCron,
 Treas.; R. E. Kappauf, Compt.; D. B. Fleming,
 Gen. Mgr.
Directors: W. R. Grant, D. C. Bevan, S. H.
 Hellenbrand, G. M. Smith, E. P. Adams,
 P. D. Fox, J. B. Gray.
Annual Meeting: Third Monday in April.
No. of Employees: Dec. 31, 1966, 3.
Offices: Cleveland, O., and New York, N. Y.
Income Account, years ended Dec. 31:

1966	1965
Rental income	\$220,822
Other income	451,199
Total income	220,577
Fixed charges	107,915
Other deduct.	112,562
Net income	Nil
Includes tax accruals 1966, \$107,713; 1965, \$104,008.	
Balance Sheet, as of Dec. 31:	
Assets:	1966
Road	\$7,170,191
Road deprec.	6,778,612
Misc. phys. prop.	134,190
Cash	185,497
Accts. bal. rec.	13,557
Deferred charges	4,253
Total	\$7,664,076
Liabilities:	
Cap. stock (\$100)	\$4,300,000
Non-negot. debt, affil. cos.	2,590,602
Accts. & wag. pay.	89,106
Tax liability	103,314
Deferred liabil.	454
Total	\$7,664,076
Capital Stock: Lake Erie & Pittsburg Rail-	
way Co. stock; par \$100:	
AUTHORIZED—60,000 shares; outstanding,	
43,900 shares; par \$100.	
OWNERSHIP—Owned jointly by New York	
Central R.R. Co. and Pennsylvania R.R. Co.	
DIVIDENDS—1912, 3.54%; 1913 to 1936, incl.,	
5% per annum; none thereafter.	

LAKE TERMINAL RAILROAD

History: Incorporated under Ohio laws, Sept.
 14, 1895.
Business: Performs a switching service for
 the various railroads entering Lorain and
 South Lorain, O., and provides terminal fa-
 cilities for industries located on its tracks.
 Has freight connections with Baltimore &
 Ohio R.R.; New York Central R.R.; New York,
 Chicago & St. Louis R.R. and Wheeling &
 Lake Erie R.R.

Track Operated: Total mileage, 21.49 miles.
Equipment: Locomotives, 14; gondolas, 446.
 Standard gauge. Rail, 70 to 115 lbs.

Control: Controlled through stock own-
 ership by U. S. Steel Corp.

Officers: F. W. Okie, Pres.; R. D. Lake,
 Vice-Pres. V. W. Kraetsch, Vice-Pres., Finan-
 ce; H. Frantzen, Jr., Comp.; R. B. Hood,
 Sec. and Treas., Pittsburgh, Pa.; J. E. Metz-
 ger, Gen. Supt., Lorain, O.

Directors: F. W. Okie, M. S. Toon, B. R.
 Gould, V. W. Kraetsch, R. D. Lake, D. B.
 Shank, F. A. Fitzpatrick, H. Frantzen, Jr.,
 G. A. Squibb.

Annual Meeting: First Thursday in June.
Offices: 1841 E. 28 St. Lorain, O. 44051 and
 Four Gateway, Pittsburgh, Pa. 15222.

Income Account, years ended Dec. 31:

1966	1965				
Oper. revenues	\$4,680,352				
Oper. expenses	3,467,785				
Net oper. rev.	1,212,567				
Operating ratio	74.09%				
Ry. tax accr., etc.	1,078,707				
Ry. oper. income	133,860				
Net rents	128,377				
Net ry. oper. inc.	262,237				
Non-oper. income	386,703				
Gross income	648,942				
Income deduct.	305,796				
Net income	343,146				
Includes Fed. income taxes 1966, \$500,846; 1965, \$422,854.					
Balance Sheet, as of Dec. 31:					
Assets:	1966				
Road & equip.	\$8,552,309				
Oth. investments	425				
Special funds	1,584				
Cash	2,343,446				
Accts. & bal. rec.	628,394				
Mater. & supplies	267,754				
Deferred assets	18,126				
Total	\$11,811,613				
Liabilities:					
Cap. stock (\$100)	\$2,000,000				
Tax liability	736,553				
Current liabilities	717,762				
Accrued deprec.	3,095,282				
Other unadj. cred.	51,025				
Other liabilities	15,600				
P. & l.—balance	5,195,391				
Total	\$11,811,613				
Includes: Temporary cash inv. 1966, \$2,- 237,629; 1965, \$1,766,096.					
Capital Stock: Lake Terminal Railroad					
stock; par \$100:					
OUTSTANDING—20,000 shares; par \$100.					
OWNERSHIP—All owned by U. S. Steel Corp.					
DIVIDENDS PAID—Fiscal years:					
1911—\$1.00	1912-14	\$3.00	1915...	nil	
1916—3.00	1917-35	nil	1936...	\$9.50	
1937—9.00	1938...	3.75	1939...	10.00	
1940—5.00	1941...	10.00	1942...	15.00	
1943-45	9.00	1946-52	nil	1953...	6.25
1954...	nil	1955...	7.50	1956-58	nil
1959...	17.50	1960...	40.00	1961...	30.00
1965...	22.50	1966...	26.25		

LAKE ERIE & PITTSBURG RAILWAY CO.

History: Incorporated under Ohio laws,
 April 30, 1903, for the purpose of building a
 railroad from Lorain to Youngstown, O., 91
 miles, and branch to Cleveland, 29 miles.
Line of Road: Road is in operation from
 Marcy to Brady Lake, Ohio, 27.76 miles, and
 6.57 miles of passing and switching tracks.
 Standard gauge: Rail, 100, 105 and 127 lbs.
Control: The road is operated in the joint
 interest of New York Central R.R. Co. and
 Pennsylvania R.R. Co., which companies joint-
 ly own the entire capital stock and funded
 debt outstanding.
Officers: W. R. Grant, Pres.; G. M. Smith,
 Vice-Pres.; R. W. Carroll, Sec.; R. C. McCron,
 Treas.; R. E. Kappauf, Compt.; D. B. Fleming,
 Gen. Mgr.
Directors: W. R. Grant, D. C. Bevan, S. H.
 Hellenbrand, G. M. Smith, E. P. Adams,
 P. D. Fox, J. B. Gray.
Annual Meeting: Third Monday in April.
No. of Employees: Dec. 31, 1966, 3.
Offices: Cleveland, O., and New York, N. Y.
Income Account, years ended Dec. 31:

1966	1965
Rental income	\$220,822
Other income	451,199
Total income	220,577
Fixed charges	107,915
Other deduct.	112,562
Net income	Nil
Includes tax accruals 1966, \$107,713; 1965, \$104,008.	
Balance Sheet, as of Dec. 31:	
Assets:	1966
Road	\$7,170,191
Road deprec.	6,778,612
Misc. phys. prop.	134,190
Cash	185,497
Accts. bal. rec.	13,557
Deferred charges	4,253
Total	\$7,664,076
Liabilities:	
Cap. stock (\$100)	\$4,300,000
Non-negot. debt, affil. cos.	2,590,602
Accts. & wag. pay.	89,106
Tax liability	103,314
Deferred liabil.	454
Total	\$7,664,076
Capital Stock: Lake Erie & Pittsburg Rail-	
way Co. stock; par \$100:	
AUTHORIZED—60,000 shares; outstanding,	
43,900 shares; par \$100.	
OWNERSHIP—Owned jointly by New York	
Central R.R. Co. and Pennsylvania R.R. Co.	
DIVIDENDS—1912, 3.54%; 1913 to 1936, incl.,	
5% per annum; none thereafter.	

LANCASTER & CHESTER RAILWAY CO.

History: Incorporated under South Carolina
 laws, June 17, 1896, and acquired the prop-
 erty of the Cheraw & Chester Ry.

Line of Road: Chester to Lancaster, S. C.,
 28.99 miles. Yard track and sidings, 7.05 miles;
 trackage rights over Southern Ry., 0.08 mile,
 with 0.23 mile of sidings. Standard gauge
 Rail, 60 to 112 lbs. Equipment owned; Lo-
 comotives, 2 (diesel); freight cars, 89; service
 cars, 5.

Control: Controlled through ownership of
 50% of stock by Elliott White Springs Char-
 itable Trust.

Officers: H. W. Close, Pres.; J. B. Bethea,
 Vice-Pres. and Gen. Mgr.; James Bradley,
 Treas.; A. Z. F. Wood, Sec.; A. T. Dampier,
 Compt.

Directors: H. W. Close, J. B. Bethea,
 A. Z. F. Wood, Anne Springs Close, B. P.
 Goldsmith, R. M. Doster, J. Bradley.

Annual Meeting: First Monday in April.
No. of Stockholders: Dec. 31, 1966, 63.
No. of Employees: Dec. 31, 1966, 39.
Office: Lancaster, S. C.

Income Account, years ended Dec. 31:

1966	1965
Oper. revenues	\$589,807
Oper. expenses	375,345
	214,462

The MEN WHO BUILT the NYC FREIGHT LINE

The SUPERINTENDENT

The superintendent in charge of the construction of this particular New York Central line spent stretches of time here, but did not move to this area. He and his son, who was his assistant, rented rooms at Howard and Gertrude Carey's residence, the old Stagecoach Inn called "World's End." The large house sat at the crest of Dunham Road hill, across the street from the present day Astorhurst Driving Range.

The SECTION FOREMAN

Two successive section foremen were in charge of this 30-mile section of the line from 1904 - 1936.

In 1904 the NYC transferred Benjamin Long from his territory in Michigan, to take the job of section foreman in the Tinkers Creek Valley. He was in charge of thirty miles of the construction and maintenance of the rail line; fifteen miles of track in either direction from his Tinkers Creek Valley headquarters. His section of track extended north to the Marcy station, which was in Cleveland, and south to the Brandywine station. Benjamin Long moved here with his wife, Celia, and their three children.

In 1919, when Benjamin retired, his younger brother, Edward Long, assumed the job of section foreman. The NYC transferred Edward Long, his wife Annie, and their eight children from Hillsdale, Michigan. Edward Long was section foreman until he retired in 1936.

The BOARDING HOUSE FOREMAN

Pete Vranek was the boarding house foreman for the work crew, from 1904 until the mid 1920s. His job was to act as interpreter between the section foreman and the work crew, and keep the construction of this section of the railroad line moving along on schedule.

A camphouse foreman took orders from the section foreman and had the job of relaying messages from his boss to the crew, many of whom did not speak English. Richard Long recalls how neither his uncle nor his father — both, section foremen — could speak any language other than English. They had to rely on their boarding house foreman to communicate with the workers. Thus, the camphouse foreman not only had to have a working knowledge of the railroad business, but had to be capable of conversing with the workers in their own languages.

Vranek took orders from the section foreman, and had the job of relaying messages from his boss who only spoke English, to the crew, who only understood their native language, Hungarian. Vranek also had a working knowledge of the railroad business. Vranek's wife, Kathryn, was paid by the railroad to keep the boarding house clean, do the laundry and feed the road gang. She cooked, served them breakfast and supper, and also packed their lunches.

Although Pete and Kathryn Vranek were also recent immigrants from Hungary, the NYC hired them because they had a working knowledge of English. The Vraneks took the job because it came with free housing, free food, and free transportation to Cleveland, Ohio. The Vraneks had two children, Eli and Anna.

By the time this section of the rail line was completed and the construction gang and the boarding house foreman were "let go," the Vraneks had saved enough money to move to Cleveland and live on their own. The Vraneks opened a grocery store in their new neighborhood.

The GANDY DANCERS

Most of the men hired by the New York Central to construct this railroad line were recent immigrants from Hungary. They were either single or came to this rural locale without their wives. When they arrived many of them did not speak English. They had to rely on their boarding house foreman for instructions given to them from the railroad bosses. They kept mostly to themselves.

Most of the local residents didn't socialize with the railroad laborers. Township people referred to the section crew workers as gandy dancers; a slang term used to describe workers of a section gang who walked with a strained gait after having used a tamping bar along the railroad tracks, day after day.

RAILROAD HOUSES

At the turn of the century the New York Central purchased three houses because of their proximity to the railroad right-of-way. One was to be the residence of the NYC section foreman and his family, the second house a camphouse for the laborers, and the third was purchased because it stood underneath the path of the planned trestle bridge. Two of those houses are privately owned residences today. The third house was torn down by the Metroparks and the acreage houses Bedford Reservation's maintenance center.

The SECTION FOREMAN HOUSE

The New York Central bought the house at 7345 Dunham Road, built c. 1874, to be used as living quarters for its local section foreman and his family.

After purchasing the house, the railroad company made the inside as attractive as possible for its section foreman. The remodeled living room featured a large bay window as well as a set of solid oak French doors that separated two front rooms from the entrance hall.



A small apartment was added on one side of the upstairs of the house. The NYC built this suite of rooms for an assistant foreman and his family, should there ever be a need for one. Most likely the suite was never used for its original purpose. It is known that during Edward Long's tenure as foreman, there was no assistant foreman hired for this section of the line.

There were two coal stoves in the house; one in the living room and one in the kitchen that was used for both cooking and heating. There was an outside pump, an outhouse, and kerosene lanterns illuminated the inside of the house.

Train tracks ran along the rear of the lot. The NYC insisted that at all times the section foreman have a clear view of the tracks from inside the house. No sheds, barns, underbrush, trees or garden were allowed to obstruct his view of the tracks.

In the 1940s when Dunham Road was widened, a wide strip of frontage was taken away for the roadway, so that today the house sits much closer to the road than it did originally.

The NYC maintained the house, as it did the camphouse. The outside of the house was painted at regular intervals by railroad workers. However, the railroad would not pay for major improvements. When the Longs in the mid 1930s wanted the house wired for electricity, the family bore the installation cost themselves.

Richard Long, one of Edward Long's sons, worked part-time on the railroad line during his four years at Bedford High School (Moody) and over college vacation periods.

Paying the railroad company \$7.00 a month rent, the Edward Longs occupied the house from 1919 until 1939, which was three years after Edward retired. At that time the NYC gave the Longs the option of purchasing the house or moving. When they chose to relocate, the railroad sold the house. This house is privately owned today, and is not on park land.

The RAILROAD CAMPHOUSE

The New York Central purchased a house at 15801 Egbert Road, situated on the east side of the railroad right-of-way, to be used as a bunkhouse where all its laborers would live, as long as they kept their jobs with the NYC.

The house faced Egbert Road, which in those days went sharply downhill, straight to Dunham Road. (Today, the west end of Egbert Road bends southward after it passes Overlook Lane.) When the NYC planned its tracks, Cuyahoga County engineers rerouted Egbert Road so that only one railroad bridge would have to be built over Dunham Road. The camphouse and its pie-shaped three and a half-acre lot were bordered by the tracks, old Egbert Road and the New Egbert Road.

The upstairs of the house was made into one large dormitory where all the laborers slept. The first floor contained the kitchen and living quarters for the boarding house foreman and his family, and a large dining room filled with picnic tables where the crew workers ate and socialized.

A camphouse foreman took orders from the section foreman and had the job of relaying messages from his boss to the crew, many of whom did not speak English. Richard Long recalls how neither his uncle nor his father — both, section foremen — could speak any language other than English. They had to rely on their boarding house foreman to communicate with the workers. Thus, the camphouse foreman not only had to have a working knowledge of the railroad business, but had to be capable of conversing with the workers in their own languages.

Men in the section crew lived in the camphouse as long as they held jobs with the railroad. Richard Long recalls that many of them were Hungarian immigrants, and that they kept to themselves. Most of the local residents didn't socialize with the men in the section crew. Township people referred to the workers as gandy dancers; a slang term used to describe workers of a section gang who walked with a strained gait after having used a tamping bar along the railroad track day after day.

The upstairs of the house was one large dormitory where the crew slept. The first floor contained the kitchen and living quarters for the boarding house foreman and his family, and a large dining room filled with picnic tables.

The boarding house foreman's wife was paid by the railroad to clean the house and to feed the men. She cooked, served their breakfasts and suppers, and also packed their lunches.

In the early 1930's, when the New York Central no longer needed the camphouse for its workers, they put it up for sale. The house sat vacant for a few years until Norm and Elizabeth Pearce finally purchased it in 1940. The house was situated on a three acre pie-shaped lot on Egbert Road ending at the railroad right-of-way property line.

Norm Pearce, then a Constable for Bedford Township and later Chief Deputy Marshall for the newly-founded Village of Walton Hills, recalls how one of his first projects after buying the property was to reroute the driveway which included the old section of Egbert Road that dropped off abruptly along the north side of his house. Pearce designed the present drive to start south of his house and wind around to the garage.

The house was badly weather-beaten from being vacant a number of years. Pearce put shake wood shingles over the siding, and then rebuilt the inside of the house after stripping the interior walls down to the studs. The camphouse had been basementless except for a cellar. Pearce dug a basement, installed inside plumbing, and had the house wired for electricity.

No electric lines had run along that part of Egbert Road when the Pearces moved into the house. Even though electrical supplies were in short supply during World War II, CEI was able to provide the family with enough wiring to stretch from Dunham Road to their house. The Pearces, however, paid for four CEI poles.

Jake and Eleanor Senchur, ^{were the next owners,} who live in the house at the present time, purchased the property in 1958. They ~~now~~ share the old railroad land with their daughter and son-in-law, Judy and Bruce Schroeder, who built a house just downhill from them at 15777 Egbert Road.

The Senchurs enjoyed hearing the whistles of the approaching trains and seeing the freight cars pass through their back yard, although by the late 1950's when they moved into the house, they noted that no more than three trains a day went by. They recall how the sound of train whistles became less and less frequent until the train traffic gradually came to a halt. In time, the track siding was removed by the railroad. CEI now owns ^(No) the easement that had been the old L. E. & P. right-of-way.

Through the years their family expanded the property to five and a third acres. Today, four houses are on the land, all owned by Senchur family members.

Ben Morobito now owns the CEI easement
(2010)

DUNHAM ROAD

RAILROAD HOUSE



From 1904 to 1939 the LOCAL SECTION FOREMAN lived in this NYC house at 7345 Dunham Road. (Year of photograph prior to 1935. Photo reproduced by Nina Wolf)



1985
photos





ALONG DUNHAM (EGYPT) ROAD

Name: New York Central Section Foreman house

Address: 7345 Dunham Road

Date Built: years before 1900

The New York Central bought three existing houses in 1902 and 1903.

This house was assigned to the NYC Section Foreman and his family.

(Another railroad house was used as the Camphouse for the laborers.

The NYC purchased a 3rd house because it stood underneath the path of the planned trestle.

They rented out that 3rd house until the trestle and tracks were completed.

Then the NYC sold the house to their renters, the Rudolph and Lena Willings and their son Jack.)

1991 – Property of Robert and Patricia Bednarski

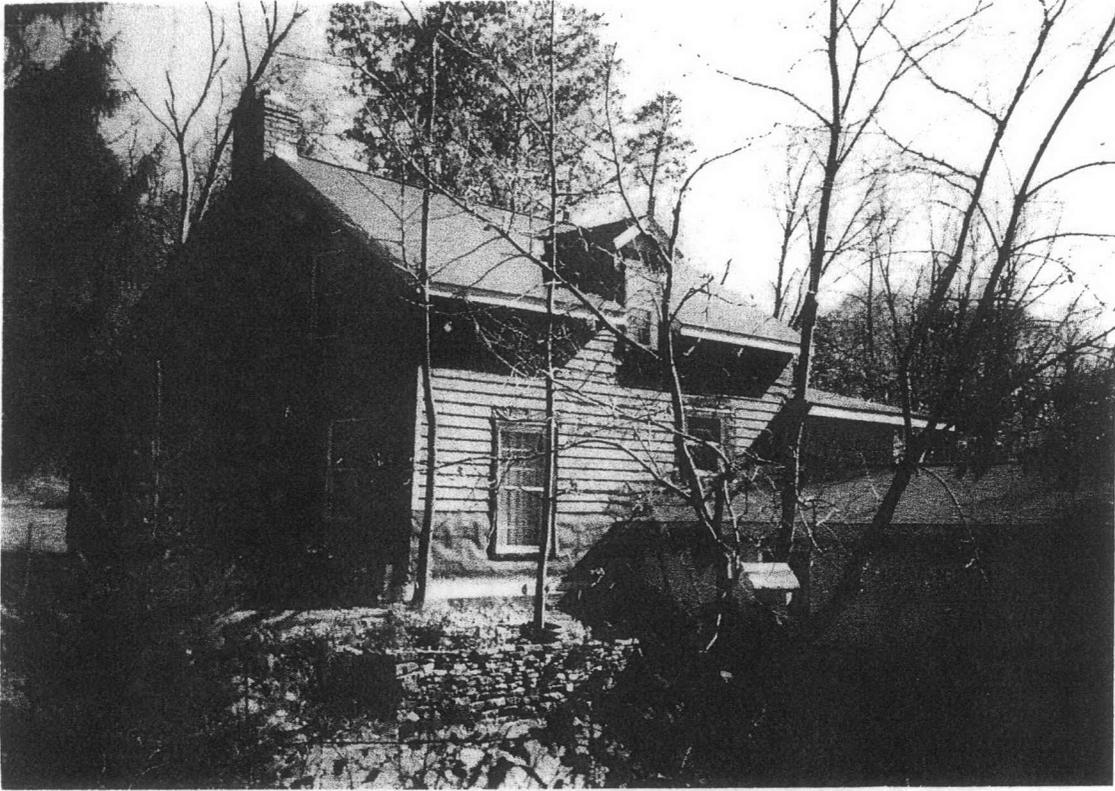
Date of Photo: 2002

Still Standing: Yes



The RAILROAD CAMPHOUSE at 15801 Egbert Road housed the boarding house foreman and the section crew. This aerial view shows the house bordered by train tracks, new routing of Egbert Road across the bottom, and original Egbert Road pathway partly visible on the right. (Date of photo unknown. Photo reproduced by Nina Wolf)

The New York Central Camphouse



1958 photo by Jacob and Eleanor Senchur



1992 Photo by Judi Schroeder

The THIRD RAILROAD HOUSE

A third railroad house was located on the north side of Button Road, near where Hemlock Creek empties into Tinkers Creek. The house sat in the path of the railroad right-of-way, and also in the path of the soon-to-be-built trestle. The New York Central solved the problem by purchasing the property and moving the house several yards to the east. Instead of using the house for railroad personnel, the company leased it to a local family, Rudolph and Lena Willing. Willing farmed the Button Road acreage and used his team of horses on excavation jobs.

As the house began to show its age, rather than sink money into major repairs, the NYC put the house up for sale. The Willings bought the property and renovated the house. Their son, Jack, and his wife Kathleen, lived in the house until they had both passed away, at which time the property became part of Bedford Reservation. The Metroparks razed the house and barn, and since the late 1980s the property houses the Bedford Reservation management and maintenance center.



THE THIRD RAILROAD HOUSE

Jack Willing's house at 14800 Button Road was formerly a railroad house, too.

The Willing house, built c. 1872, originally sat in the path of the Lake Erie and Pittsburgh right-of-way, and also in the path of the soon to be built trestle. The New York Central solved the problem by purchasing the property and moving the house several yards to the east. Instead of using the house for railroad personnel, the company leased it to a local family, the Rudolph and Lena Willings. Jack, their son, has lived in the house since he was a young boy.

Although the Willings lived in the Button Road railroad house nestled in Tinker's Creek Valley, they farmed 172 acres of hillside land they owned at the northeast corner of Alexander and Dunham Roads. They also had a chestnut grove on that farm. Yaro Hesoun (7200 Dunham Road) and other local old timers remember picking the chestnuts in the autumn, giving half back to the Willings and keeping half for themselves. During the depression Rudolph Willing lost the Dunham Road farm, along with the house and barn. Neither that house nor the barn stands today. In their place is the house George and Ann Timko built in more recent years (7525 Dunham Road), but which has been owned by the MetroParks since 1979.

PICTURED on their FRONT PORCH in days of yesteryear, are Willing family members. (Date of photograph unknown. Photo reproduced by Nina Wolf)

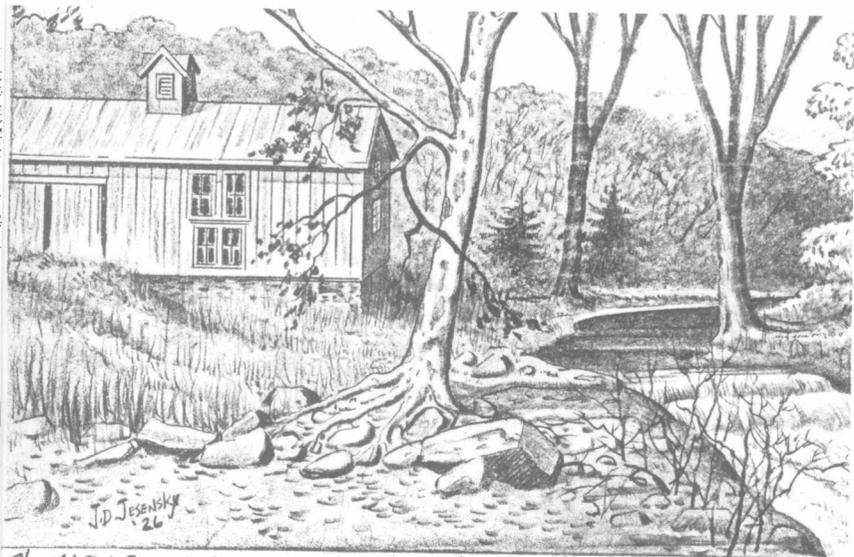
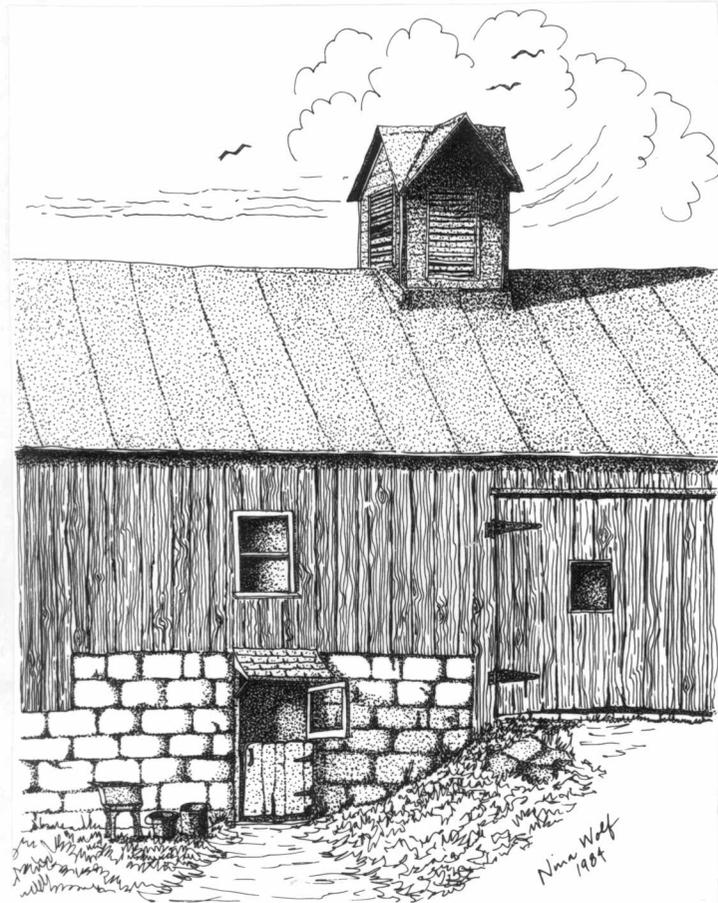
The 3rd NYC Railroad House
 on Button Road it was under the
 Trestle Bridge
 now - the site of Bedford Reservation
 Service Center

WILLING HOUSE BUTTON ROAD



~~47A~~

L to R Les Rudolph
 Jack Willing
 Mae Rudolph
 Dan McBride
 Rudolph Willing
 Lova McBride



The Old Red Barn & Sycamore at mouth of Hemlock Creek - Timber Cr. Valley - Lower Button Road

47B

The NYC Railroad Barn on Button Road

This is a **1984 Ink Drawing** by local artist **Nina Wolf**, of Dunham Road.

Nina's drawing of the Willing Barn is on the cover of the book, *Tracing Our Heritage, the Village of Walton Hills*.

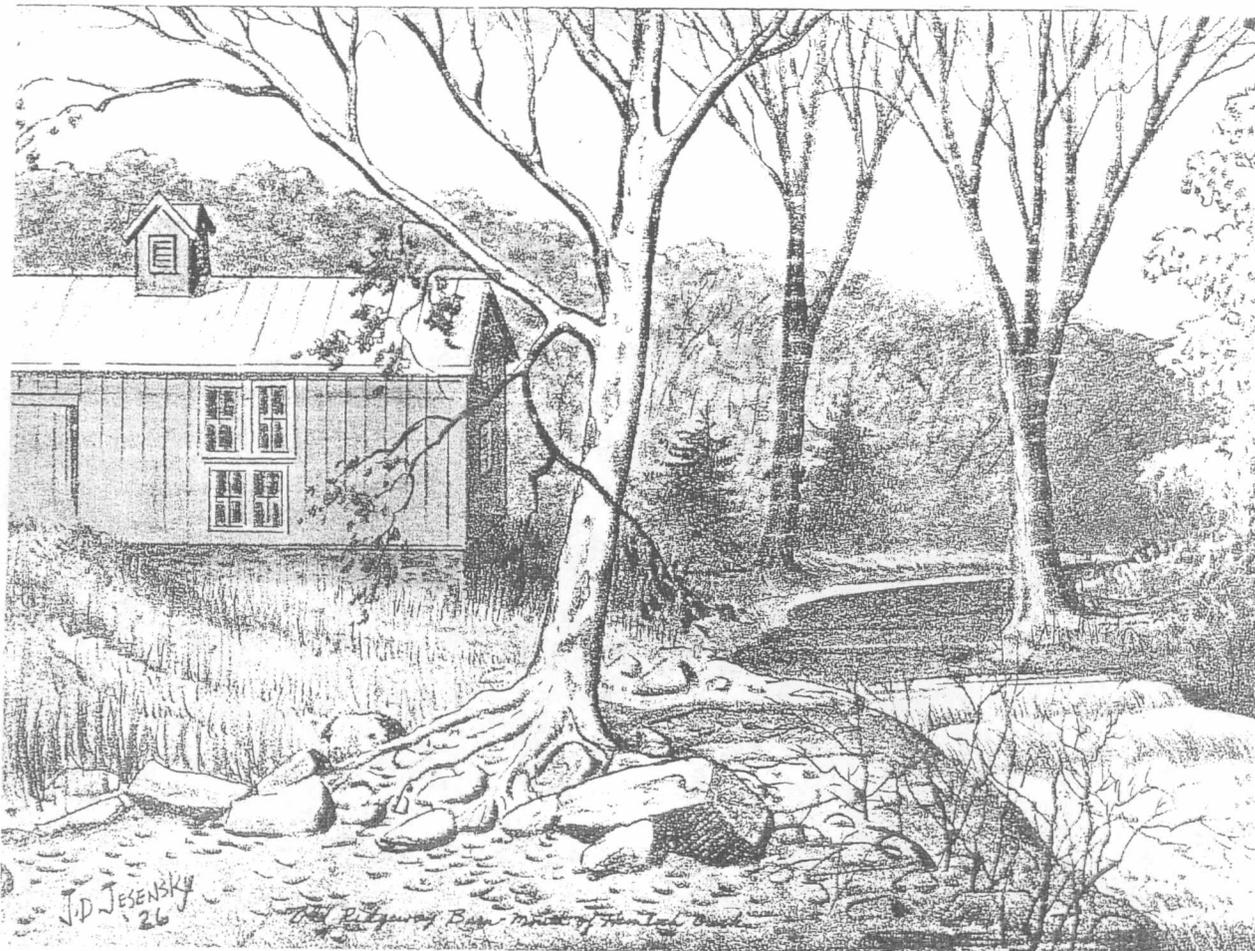
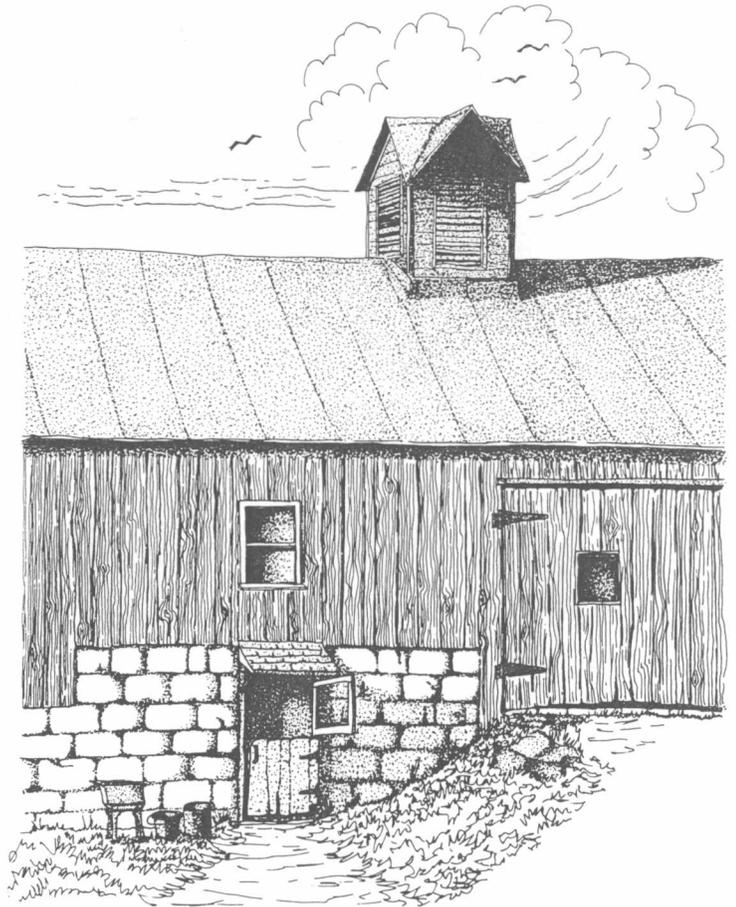
For many years this barn, built c. 1870, faced Button Road near the mouth of Hemlock Creek.

In 1989 this barn was razed by the Cleveland Metroparks.

This site is now Bedford Reservation's Management and Maintenance Center.

Below:

Sketch of the Willing Barn, 1923, by Joseph Jesensky





The Willing Barn 1989 Photo by Judi Schroeder House and Barn Razed in 1989 by the Cleveland Metroparks

6-1996

THE FINAL CHAPTER
of the NEW YORK CENTRAL LINE
THE FREIGHT TRAIN THAT RAN ALONG
THE WEST SIDE OF THE VILLAGE OF WALTON HILLS

Written by Jean and Bob Kainsinger

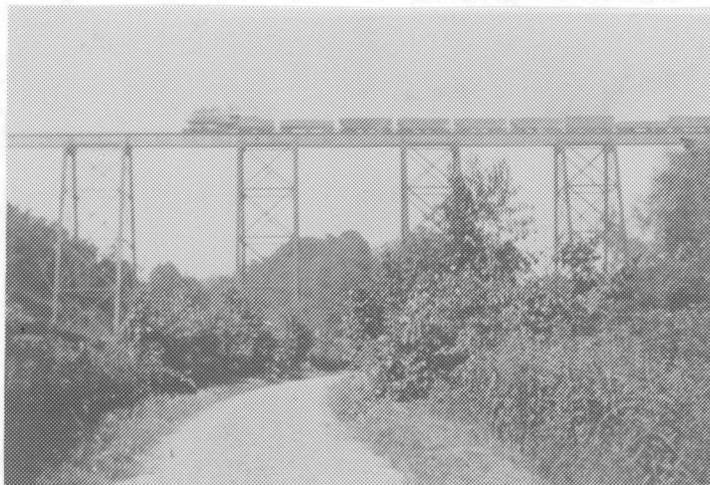
A Collaboration With:

Lea and Ben Morabito, Jr., Cleveland Central Enterprises, Inc.

Scott Schroeder, Project Manager for Independence Excavating, Inc.

and Judi Schroeder

May, 1996



THE FINAL CHAPTER of the NEW YORK CENTRAL LINE THE FREIGHT TRAIN THAT RAN ALONG THE WEST SIDE OF THE VILLAGE OF WALTON HILLS

Written by Jean and Bob Kainsinger

A Collaboration With:

Lea and Ben Morabito, Jr., Cleveland Central Enterprises, Inc.
Scott Schroeder, Project Manager for Independence Excavating, Inc.
and Judi Schroeder

For several decades in the 1900's New York Central train tracks ran along the west side of Walton Hills. Starting operations in 1911, the freight line hauled strings of cars laden with coal and other bulky cargo. The familiar whistles of its coal-powered steam locomotives pierced the ears of nearby residents several times daily. Faced with declining business after only a few decades of operation, the NYC stopped using the tracks in the 1960's.

Today, only memories and scattered pier foundations remain of the railroad line that paralleled Dunham Road. Its long and high steel trestle -- which had spanned the Tinker's Creek Valley and had been a noted landmark in its day -- is erased from the landscape. Now, the elevated railroad bed leading to the south trestle abutment has been leveled to its original terrain.

New York Central tore down the high steel trestle in 1973 and removed the tracks. CEI took over ownership of the railroad right-of-way. The Illuminating Company turned over to the local Metropark the portion of the right-of-way south of Egbert Road for a bike and hiking path, but kept the northern section that led from Egbert Road to the south trestle abutment. CEI's right-of-way was 60 feet wide near Egbert Road, but widened to 300 hundred feet wide at the abutment. Its path was covered with large rough stones, making it difficult for people to negotiate on foot and nearly impossible by bike. The last four hundred yards was a man-made embankment that gradually rose to an imposing 80 feet above the surrounding ground level and ended abruptly at the south trestle abutment.

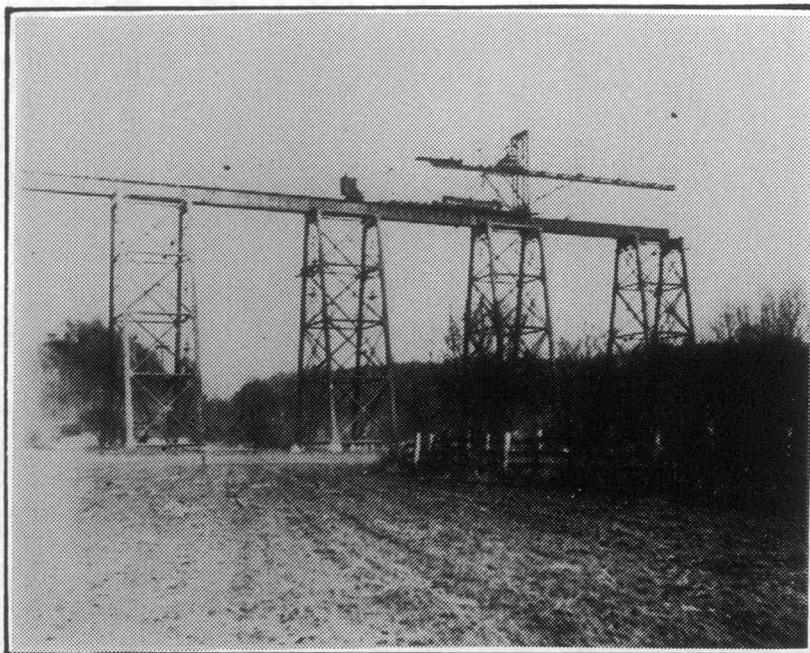
In March of 1994 Cleveland Central Enterprises, Inc. purchased the strip of land from CEI. The company contracted with Independence Excavating, Inc. to excavate and remove the granulated slag buried under the elevated stretch of land, and then restore the area to its original topography. The embankment contained approximately 250,000 tons of granulated slag that the company planned to sell for use in the Interstate 271 Express Lanes Project east of Cleveland.

Granulated slag, or "popcorn slag" as it is also called, is an ideal road-base material because of its fine granulation, light weight and compactive properties. This particular kind of slag was a by-product of the blast furnace process used by steel-producing factories in the early 1900's. Cleveland Central Enterprises, Inc. personnel believe this slag came from old steel mills in Youngstown and/or Pittsburgh.

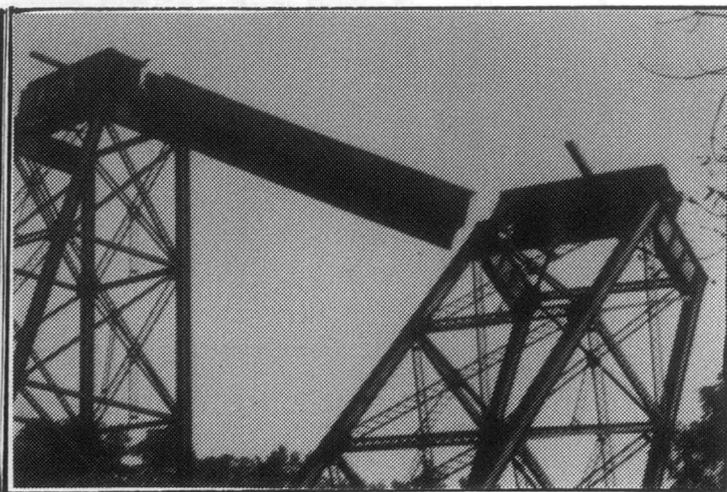
The slag removal operation began April, 1994 and was completed by September of 1995. After the slag was excavated, it was screened and crushed to meet ODOT specifications, and trucked away. Since one truck could hold approximately 24 tons, 10,375 truck loads of slag were hauled to the I-271 construction site.

A RAILROAD LINE UNDER CONSTRUCTION, 1904 - 1911

WORK STARTED ON THE TINKER'S CREEK section of the New York Central line in 1904 and continued for seven years. Much work had to be done to prepare the right-of-way for the laying of ties and rails. A long stretch of land was built up, a wide culvert was constructed for Sagamore Creek to flow through, Egbert Road was rerouted, a bridge was built to cross over the newly-created Egbert/Dunham Roads intersection, and in addition, bridges were built over Alexander Road and Sagamore Road. In 1909 when most of the other construction projects for this section of the line were completed, work began on a steel trestle which would stretch across the Tinker's Creek Valley.



BEGINNING IN 1911, NEW YORK CENTRAL FREIGHT trains crossed Tinker's Creek Valley on this trestle-supported bridge.
(Date of photograph unknown)



THE TRESTLE FALLS. In 1973 the NYC razed the long, high steel trestle.

THIS WAS THE VIEW FROM 1973 - 1994

1) THE LAST 400 YARDS OF THIS MAN-MADE EMBANKMENT gradually rose to an imposing 80 feet above the surrounding ground level and ended abruptly at the south trestle abutment. Gone from this path are the railroad tracks, removed in the mid 1970's.

2) NEAR THE SOUTH TRESTLE CONCRETE ABUTMENT, one could look across Tinker's Creek Valley and see the north trestle abutment that still stands on the west side of Dunham Road.

3) A VIEW FROM THE ELEVATED PATH, looking down the embankment.

4) THE SOUTH TRESTLE ABUTMENT as seen from Hemlock Creek Picnic Area.

(Photos by Judi Schroeder March 1994)



1)



2)



3)



4)

THIS WAS THE VIEW FROM 1973 - 1994

THIS PHOTO SHOWS SOME OF THE ENCASED TIMBERS that crisscrossed to form the framework for the embankment leading to the south trestle abutment. Railroad workers had built a wooden scaffold structure, using timbers 12" x 12" thick. Many evenly-spaced concrete piers provided a sturdy foundation for the timber framework. Local old-timers said it resembled a Tinker Toy construction. The framework served two purposes; it provided support for the to-be-built elevated track and it housed temporary railroad tracks during construction. Using those tracks, a train engine repeatedly backed up and dumped a bottom-load car of slag, thus forming the slag-filled embankment. As more and more slag was dumped, the wooden scaffold was completely buried. Except for the piers and wooden framework, the embankment was composed solely of granulated slag. Time and weather caused some of this inner wooden framework to become exposed. Also seen is part of the south trestle abutment.

(Photo by Judi Schroeder March, 1994)



REMOVING The TRACK BED

After the New York Central tore down the high steel trestle bridge in 1973 and removed the train tracks in this area, CEI took over ownership of the section of railroad right-of-way that led from Egbert / Dunham Roads northward to the south trestle abutment. The right-of-way was 60 feet wide near Egbert Road, but widened to 300 feet at the abutment. The last 400 yards was a man-made embankment that gradually rose to an imposing 80 feet above the surrounding ground level, ending abruptly at the south trestle abutment. Today, the former right-of-way is a long, privately-owned driveway with a house that overlooks the Tinkers Creek Valley.

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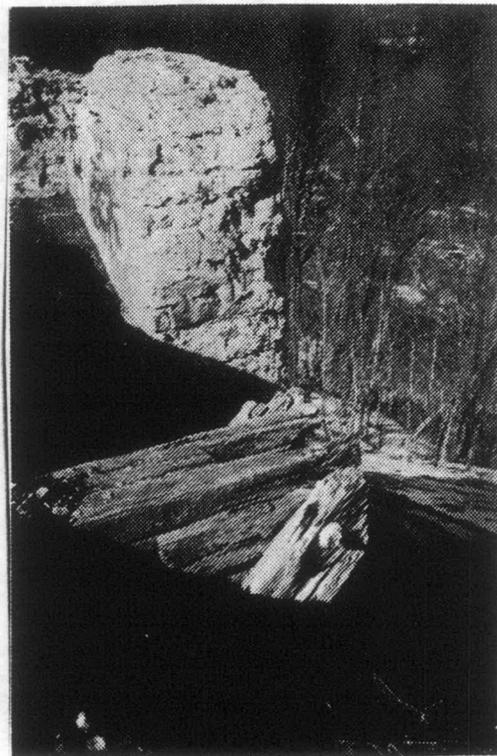
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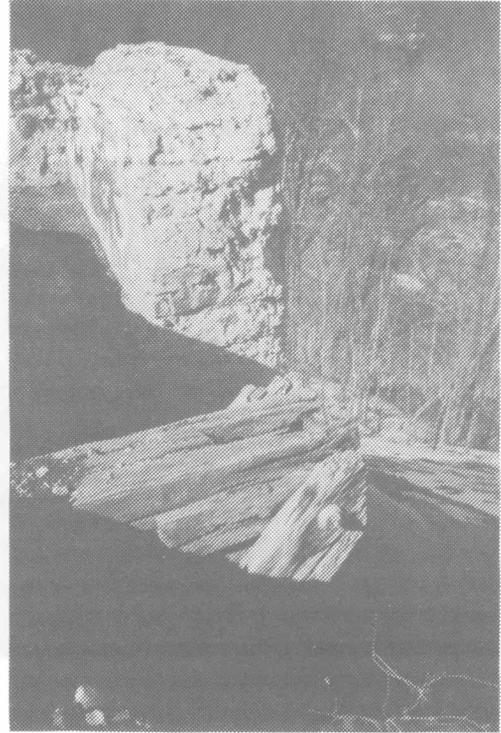
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(1994 Photo by Judi Schroeder)



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(Photo by Judi Schroeder March, 1994)



THE SLAG REMOVAL PROJECT BEGINS

A CONCRETE DRIVEWAY was installed off Egbert Road to the abandoned railroad bed, so heavy construction vehicles could begin the granulated slag removal project. In view is Egbert Road where it meets Dunham Road. The Bedford Metropark All-Purpose Path is on the left.

A TRACK EXCAVATOR (BACKHOE) on the elevated pathway. Preliminary tests were made to determine proper procedures for excavating and screening the granulated slag to meet ODOT gradation requirements.



(Photos by Judi Schroeder April, 1994)

THE SLAG REMOVAL PROJECT

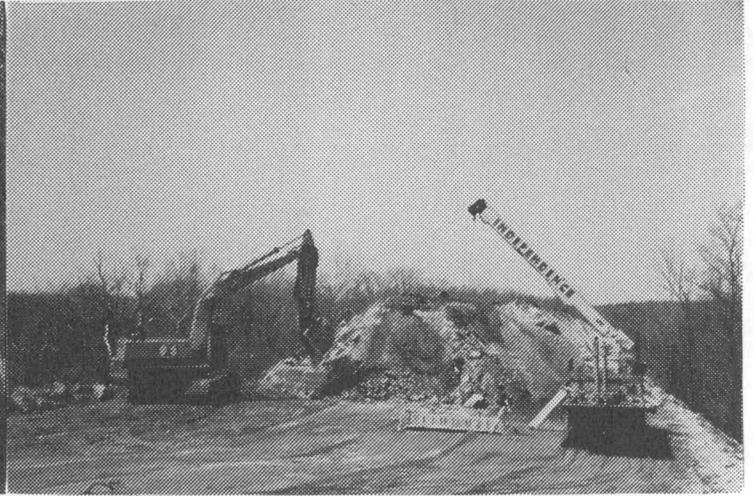
THE PATH is made into a two-way roadway. It is graded, widened and graveled to allow for more efficient truck traffic.

(Photo by Judi Schroeder April, 1994)



A TRACK EXCAVATOR (BACKHOE) scoops out popcorn slag.

(Photo by Judi Schroeder April, 1994)



THE SCREENING PLANT. Oversized slag drops into the screen machine hopper. Smaller slag falls through the screen plant then goes up the conveyor to the screen deck where the final separation is made.

(Photo by Judi Schroeder April, 1994)



LARGER SLAG IS CRUSHED BY A CRUSHER PLANT, then screened again until ODOT specs are met.

(Photo courtesy of Independence Excavating, Inc. 1994)

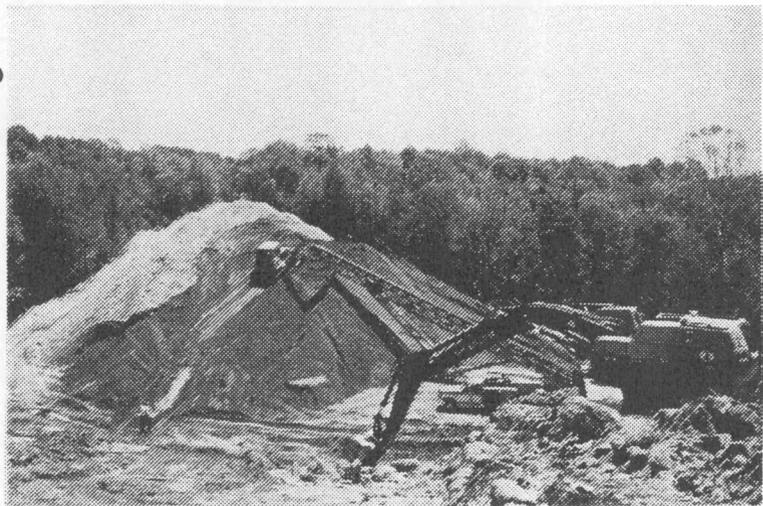


THE SLAG REMOVAL PROJECT

A CLOSE-UP VIEW OF EXCAVATED GRANULATED SLAG that has not yet been screened and crushed. The embankment was composed of granulated slag and a buried wooden framework that sat on many evenly-spaced piers. No gravel or rubble was used as fill.



STOCKPILING SCREENED AND CRUSHED SLAG. ODOT sent State Inspectors to the work site every couple of days. After a sample from the pile of slag passed state gradation requirements, the inspector painted an orange identifying number on the stockpile, indicating approval. Approved slag was then trucked out to the I-271 Express Lanes Construction Project. Looking north.



STOCKPILES OF STATE-APPROVED SCREENED AND CRUSHED GRANULATED SLAG ready to be trucked out. Looking north.

(Photos by Judi Schroeder July, 1994)

Residents living near the construction site kept tabs on the progress of the project, visiting the area in the evening and on weekends.



6-1996

SLAG IS UNLOADED AT I-271 CONSTRUCTION SITE

QUAD-AXLE SEMIS WITH MACK TRACTORS hauled the slag to the I-271 Express Lanes Project. Ben Morabito designed a specialized truck that could operate in the confines of a narrow area. Short and sturdy, the truck was built to haul heavy weights legally.

(Photo by Ben Morabito, Jr. October, 1994)



OLD DYNAMITE FOUND ON THE SITE

A BACKHOE DRIVER DUG UP A WOODEN CASE OF OLD DYNAMITE while working at the site on April 18, 1994. Within minutes, the Walton Hills Police Department, the SWAT Team, EMS and six other neighboring police departments were there to organize the removal of the box of undetonated, unstable explosives.

It was common practice in those days for railroad crews to bury unneeded dynamite in holes 8-feet deep, so they would not have to transport it.

Besides the box of old dynamite, the work crew found a few broken tools and chains left by the railroad workers.

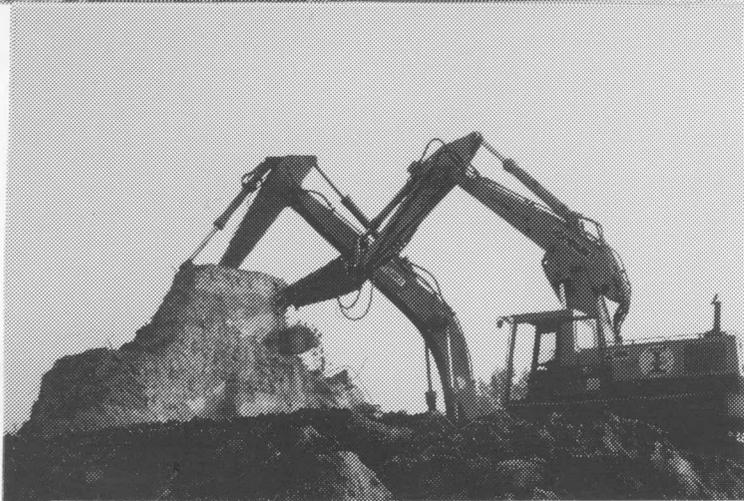
(Photos by Judi Schroeder April 18, 1994)



COMPLETING THE SLAG REMOVAL PROJECT

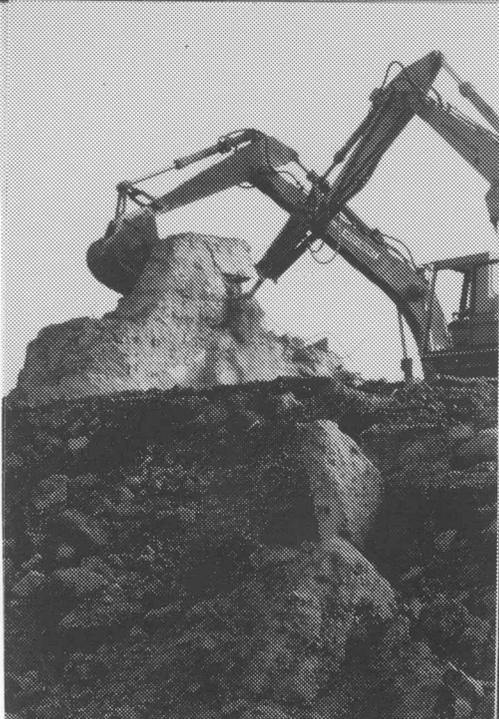


AT WORK NEAR THE SOUTH TRESTLE ABUTMENT, REMOVING POPCORN SLAG.



A BACKHOE WITH A HOE RAM BREAKS UP THE CONCRETE ABUTMENT while another backhoe supports the back of the abutment.

(Photos by Judi Schroeder August, 1994)



LEFT STANDING ARE TWO PIERS that had supported the railroad trestle.

The land is now at its original terrain level.

(Photo by Judi Schroeder November, 1994)



Restoring the NYC Track Line to its Original Topography

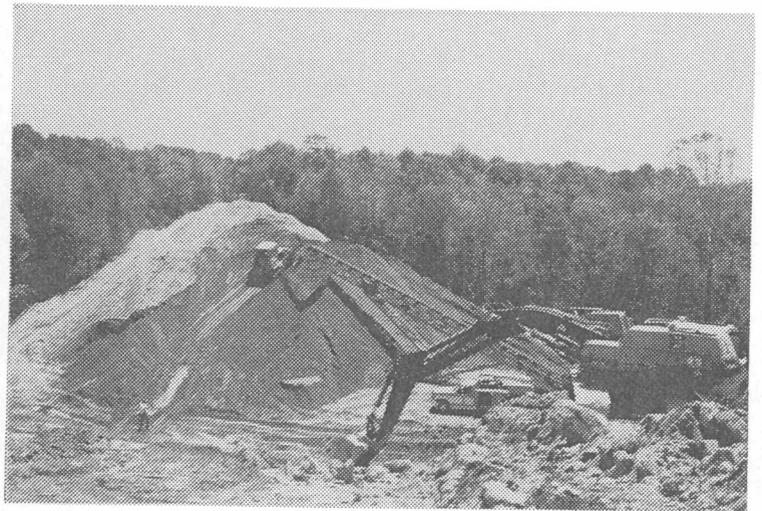
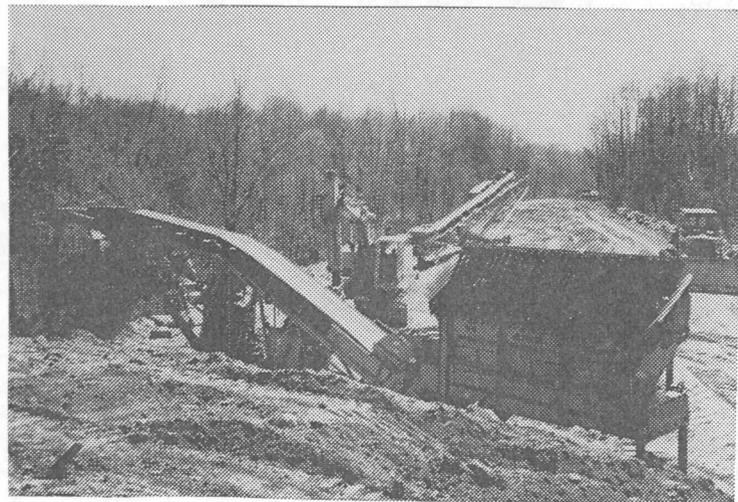
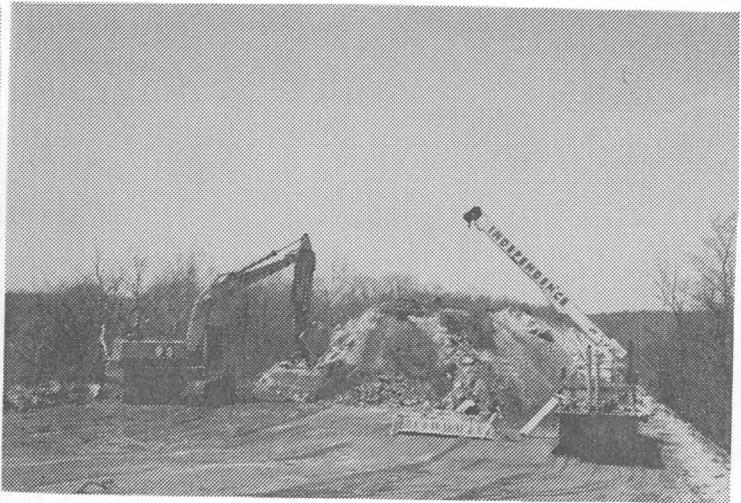
In 1994 and 1995 the elevated stretch of land that supported the NYC train tracks was restored to its original topography.

Independence Excavating, Inc. excavated and removed the granulated slag that was buried under the elevated stretch of land.

The embankment contained approximately 250,000 tons of granulated slag.

The company then sold the popcorn slag for use in ODOT's Interstate I-271 Express Lanes Project in the area east of Cleveland.

The slag removal operation began April, 1994 and was completed by September of 1995.



photos by
Judi Schroeder
1994 - 1995

Looking South
The South Trestle Abutment
after the Trestle Bridge
was Razed

(as seen from the
Hemlock Creek Picnic Area)
Photo by Judi Schroeder March 1994



Looking North
View from the Elevated Path
before the Popcorn Slag
was removed

(Looking down the embankment)
Photo by Judi Schroeder March 1994



Jacob V. (Jake) and Eleanor (nee Grudowski) Senchur

In 1952 the Senchurs moved into their first Walton Hills home at 149 Alexander Road. Their phone number: BE 2-0253
Years later, when there was a housing boom in the village, their house address was changed to 18817 Alexander Road.

The Senchurs bought the house as is, unfinished, from the builder. Jake owned Bedford Excavating and Grading. An excavator and grader himself, he and his crew operated out of his Alexander address.

Jake and Eleanor Senchur had 3 daughters, Joann, Judith and Janet. All three girls attended St. Mary Catholic School in Bedford and then, Bedford High School.

In 1958 the Jake and Eleanor Senchur family sold their Alexander Road house, and in October of that year the Senchur family moved into their 2nd Walton Hills home, at 15801 Egbert Road. The Senchurs also purchased abutting land until they owned a total of 5 1/3 acres. Today 4 houses sit on the 5 1/3 acres, all owned by Senchur family members.

The history of the house at 15801 Ebert Road:

It was built c. 1880. In about 1900, the New York Central Railroad purchased the house and acreage to be used as a Camphouse when the NYC was going to build a new freight line from Marcy, in Cleveland, to Hudson Ohio. The Boarding House Foreman and his family were to live in a portion of the house, and he and his wife were to care for the section crew who would also bunk in another portion of the house.

The NYC soon hired laborers to construct this section of track. The NYC brought Hungarian men who were experienced gandy dancers to Bedford Township to lay the tracks for their new rail line. When the rail line was completed, the New York Central no longer needed the Camphouse and put the house and acreage up for sale. The house sat vacant for a few years. Norm and Elizabeth Pearce purchased the house and acreage in 1940 from the New York Central Railroad.

In 1958 Jake and Eleanor Senchur bought the house and land from the Pearce family. Since 1999, Scott Schroeder, grandson of Jack and Eleanor Senchur, owns the house.

2011 data: The 3 Senchur Daughters and their Families

1. **Joann Senchur Shiesl** and her husband **Jon Shiesl** live in Anchorage Alaska. They have two children, Bob and Beth.

- (1) Bob Shiesl, and his wife Katie live in Montana; Bob and Katie have 2 boys.
- (2) Beth Shiesl McAllen, and her husband Jim live in Anchorage Alaska. They have a daughter and son.

2. **Judith (Judi) Senchur Schroeder** and her husband **Bruce Schroeder** live in Walton Hills.

Bruce and Judi started building their house on a section of the Senchur family land at 15777 Egbert Road in 1964, and moved into their home in 1965.

Bruce and Judi Schroeder have 4 sons: Scott, Bruce and Brian who are twins, and Steven.

- (1) **Scott Schroeder** lives at 15801 Egbert Road. He purchased his home from his grandmother, Eleanor Senchur, in 1999. Scott is an engineer for Independence Excavating.
- (2) **Bruce Schroeder** and his wife **Lisa** live at 15765 Egbert Road. They built their house on Senchur family land in 2000. Bruce works for Indy Equipment. Bruce and Lisa Schroeder have a daughter and a son, **Nicole** and **Nicholas**.
- (3) **Brian Schroeder** and his wife **Mary** live at 15635 Egbert Road. They built their house on Senchur family land in 2000. Brian works for the Walton Hills Service Department. Brian and Mary Schroeder have a son, **Nathan**.
- (4) **Steven Schroeder** and his wife **Tammy (DiBlasi)** live at 7985 Walton Road. They purchased their home from Tammy's father, John DiBlasi, in 1999. Steven is a plasterer by trade. Steven and Tammy Schroeder have a son **Kyle** and a daughter **Haly**.

3. **Janet Senchur Krolik** lives in Twinsburg Ohio. Her husband **Jerry Krolik** is deceased. Janet and Jerry have 2 daughters, Jacqueline and Jan.

- (1) Jacqueline and Matt Stutin live in Twinsburg; and have a daughter named Madison.
- (2) Jan Krolik lives in Columbus Ohio.

Long
Frankito
NYC

Richard and Dorothy Long
(1985) 6630 Solon Road, Solon, OH 44139 248-6318

interview 7-30-1985
with Richard and Velda Long

Velda is Richard's sister

interview with Laura Frankito

Tom and Laura Frankito (1984)
7345 Dunham Road

In 1904, Benjamin Long, was the section foreman and lived in the Dunham Road foreman's house. Benjamin Long and his wife, Celia, had 7 or 8 children. When Benjamin Long retired, his younger brother, Edward James Long, got the job of section foreman.

Richard moved into the Dunham Road railroad foreman's house when he was 3, in 1923 Richard went to Bedford's Central High School, then when Bedford Schools changed Central to a grammar school after they built Moody High School, he went there, graduating in 1938, his family moved away from the foreman's railroad house in 1939 when he was 19.

All railroad houses and structures were painted in the NYC official colors: a light green with dark green trim.

Richard's father, Edward James Long, was section foreman for the New York Central. He was in charge of 15 miles either way of the house: south to the Brandywine "station" and north to the Marcy "station" in Cleveland.

The Longs had a big garden, grew their own fruits and vegetables. They borrowed a field from a friend and grew corn there. They raised pigs, chickens, ducks, geese and rabbits. They hunted wild game for food, too. They had to buy their own beef.

The house had a bigger front yard. There were 3 maple trees in front. When "they" widened Dunham Road, they cut down the trees and there is less front yard now.

Richard, whom I interviewed, was with Stalwart Rubber until he retired.

The house had an apartment upstairs built for the assistant foreman. But during Edward Long's tenure as foreman, the assistant foreman lived in the railroad bunkhouse (Senchur's house) with the workers.

The Longs paid the railroad \$7.00 a month rent

During Richard's years in the house: there was a pump outside, the house had kerosene lanterns, no electricity, and they had an outhouse.

The house was heated by a wood stove. Then there was a coal stove in the living room and a coal stove in the kitchen.

There was a natural spring, to the left of the current garage. The spring never went dry and the water never froze. They had a pump there, and pumped the spring water for their use.

2 bedrooms down; 3 bedrooms, a large hall, and the "assistant foreman's" apartment were upstairs.

The Longs wired the house and put in electricity in about the mid 1930's. The railroad would not do it and would not pay for it.

There was no public transportation to their house. The buses only went to Turney/Dunham. To take a bus you had to get to Turney/Dunham.

In 1985, as renovated, the current hallway was the kitchen and the current kitchen was the master bedroom.

The bathroom used to be the pantry.

The parlor was to the right of the living room.

The house has solid oak double French doors between the living room and dining room.

The house has sculptured oak woodwork

The house has a triple bay window facing the front.

The railroad insisted that one could view the railroad tracks at all times -- so, no sheds, barns, trees or shrubs or garden was supposed to obstruct the view of the tracks.

Today's Senchur house was the railroad camphouse. It was a boarding house for the foreman and his family. The foreman's wife was paid to cook and clean house and to pack lunches for all the railroad line workers.

The New York Central was an all freight railroad line.

In 1919 Edward Long was transferred from Hillsdale Michigan to become section foreman on this part of the main line for the NYC.

In those years it was the New York Central; before that the line was owned by the Lake Erie and Pittsburgh.

The 1920 County Plat Book shows the rail line called the LE & P Railroad

Edward Long and his wife, Annie, had 8 children.

Edward retired from the NYC in 1936.

The Longs lived in the Dunham Road Section foreman's Railroad house until 1940. In 1940 the NYC gave the Longs the option of buying the house and lot or moving. They moved.

The NYC then sold the house and lot.

NYC
Willing
Long

New York Central Railroad line
from 1890 - 1915 it was listed as the L. E. and P. Right of Way
In 1910 and 1911 the NYC built the trestle over Tinkers Creek

In 1853 the NYC Railroad was created by buying smaller railroad lines.
The L. E. & P. was a small railroad line bought by the NYC

7345 Dunham Road The NYC Railroad foreman's house, formerly owned by the L. E. & P.
built c. 1874 In 1960 records show it was owned by Delmer and Alice Kirk.
Then owned by Albert Bolek 1978 owned by Tony Frankito

14800 Button Road The NYC Railroad house - not needed by RR personnel- so rented out
built c. 1872 by L. E. & P.
rented then owned by Willing, Rudolph and Lena then owned by Jack Willing

15801 Egbert Road This was the railroad camphouse, which was on Dunham Road to the east
of the tracks; it faced west - facing the RR tracks.
built c. 1880, another source says built c. 1890, remodeled in 1944
1940 owned by Norm Pearce
in 1958 the Senchurs moved into the house
1964 - County records show Senchurs own the property

Ray Willing states the NYC colors were green and a yellowish color All RR buildings and
houses were painted and trimmed in the two colors

Bill Busanic said the RR painted houses and buildings dark cream with a greenish-gray, olive trim

In the Richard Long interview of 9/27/85

Long stated there were originally 2 other NYC Railroad bridges (not counting the trestle
over Tinkers Creek):

One was at the Egbert/Dunham Road intersection. (Egbert was rerouted to eliminate the need for
this bridge. Another bridge was over Alexander Road.

The NYC was a freight line only
The trestle was 150' above Tinkers Creek
The span was nearly a quarter mile across

Bill Busanic interview: approximately 450 yards of build-up was needed on the south bank
before a bridge could be built to span the Tinkers Creek Valley.

Many foreigners were hired to lay the track and work on the trestle.

Many of the workers were recent immigrants: Hungarians.

Extras, clean-up crews were also hired.

All the line workers lived in the camphouse. They lived from pay to pay. No women.

NYC
Carey
Fradette
Senchur

The boarding house foreman spoke English and Hungarian. He also knew something about railroads. The boarding house foreman, his wife and kids lived in private quarters in the camphouse: They had a kitchen, dining room and bedrooms.

The gang workers ate at long "picnic" tables and they slept dormitory style. Their dormitory and dining room was separated from the boarding house foreman's quarters.

The NYC line was abandoned in 1973. Now part of the track area is the all-purpose trail, and part is Ben Morabito's private driveway to his house.

CEI bought the rights to the NYC line. The CEI gave the national park/Metoparks the right to use part for an all-purpose track.

Senchur interview:

During the years when the Senchurs lived in the house and the NYC was operating this line, no more than 3 trains passed through any given day. Then the train traffic stopped altogether.

Cub (Edmund) Carey who lives on Valley View Road, when he was interviewed by Joe Jesensky in September 1979, said that he remembers the high steel RR trestle.

Cub said his father, Dominick Carey, worked on the stone abutments for the structure. THIS COULD NOT BE TRUE because Dominick died in 18--, Maybe it was another Carey relative, and Cub was mistaken.

Howard Fradette Interview: regarding the water tower, just south of Alexander Road--

The tank part of the water tower was made of 2 1/2" thick tongue and groove redwood. The bottom was the usual superstructure of concrete and steel to hold up the water tank. The water tank was torn down in the early 1940's

Howard Fradette: Howard is a Carey grandson) interview:

Dunham Road from Tinkers Creek to Maple Hts. was called Snake Hill
Dunham Road from Tinkers Creek south he called Carey's Hill
Egbert Road from Kral Drive downhill he called Scarpete's Hill

Howard Fradette: ~~was born 1932~~ ^{born 1932} ~~was born 1932~~ ^{his grandfather told him} he remembers how the superintendent (section foreman) and his son rented rooms in the Carey house (the old stagecoach house on the east side of Dunham Road) when they (the section foreman) first came here to set up work on this line.

~~He watched all the construction~~ ^{his grandfather!}
Fradette remembers the railroad men building a wooden trestle which they then encased in concrete and slag. The wood structure reinforced the abutment.

This made the south abutment for the railroad trestle. The men used 12" x 12" timbers for the trestle which they then buried in slag and concrete.

WILLING
NYC R.R.
HOUSE
HESOUN

Jack Willing 14800 Button Road (The Metroparks tore down his house and barn) interview 9-12-1985
9-13-1985

Jack Willing sold his property to the Metroparks with the understanding he could live there until he died. The barn had been called the Woodcreek Stable. The barn is the one Nina Wolf photographed and sketched and is on the cover of the book W. H. Tracing Our Heritage

The photo of the people sitting on the front porch of the Willing house: (see photo among the photos in the book)

1. Les Rudolph
2. Jack Willing
3. Mae Rudolph
4. Dan McBride
5. Rudolph Willing
6. Lova McBride

Archives: Date of the Ridgway barn: 1860

Jack Willing went to St. Mary's School through the eighth grade, then to Bedford High School (Moody), taking the school bus each day. The bus driver, during Jack's school days, was Benjamin Walton, Sterling Walton's brother. Benny Walton had preceded Will Ridgway as bus driver.

Jack was a mechanic and an operating engineer until he retired. His wife Kathleen worked for the Cleveland Press and was interested in arts and crafts. She made many leaded glass pieces, Tiffany lamps, and did a lot of crewel work in her spare time.

Jack's father had a team of horses he rented out. His dad, with Jack's limited help (Jack was a young teenager at the time) used the team of horses and rented out the team of horses so farmers would have a double team to pull logs up Scarpete Hill (Egbert Road Hill by Kral Drive) to Dawson's Mill which was by the Bedford Cemetery.

Lots of chestnut trees from the corner of Alexander and Dunham Road were cut down after they were blighted and sold to Dawson's.

Other trees were cut down too, but the chestnut trees were premier lumber.

The Willing house and barn at the NE corner of Alexander and Dunham Road no longer stands. Timko built a new house for his family on that land. There were 5 big poplar trees lined up by the Willing house on this NE corner of Alexander and Dunham. (The Metroparks now own this land. They tore down the house; it is a parking lot and part of the walking trail.)

The Willing house on Button Road had been owned by someone else. The NYC RR bought it and the land in about 1910 then moved the house out of the way of the trestle they built.

The NYC leased the house to the Rudolph Willings.

Rudolph Willing's wife died, William Ridgway's wife and died, and Ridgway rented a room and lived the Rudolph Willing and his children in the house.

Wilma Green, 1464 Driftwood, 467-1464, is a descendent of Will Ridgway.
Grandfather Sheldon Ridgway lived in this house. Wilma says he rented it from the NYC.

Jack's wife was Kay McBride Willing.

Jack and Kathleen's children: Theresa, Mary Jane married Fred Spieth (662-3225 Valley View) and Francis

Jack's wife Kathleen died several years before the 1985 interview

(Charles and Naomi Spieth, 6608 Dunham Rd. 662-3225)

Jack's parents: Rudolph and Lena Willing

Rudolph and Lena Willing bought the RR house they had been leasing from the RR. They bought it in 1929, when Jack was about 8 years old.

At first the Willings leased the house, then when it needed repairs the NYC didn't want to fix it up and they sold it to the Willings.

Bill Ridgway lived here. He was a school bus driver and raised chickens in the barn.

Jack Willing knew the Careys and the Longs. Long was the section foreman for the NYC. Frankitos now own the house the Longs lived in.

At one time Jack could have bought the Frankitos house from the RR for \$800.

Jack Willing also lived on a 172 acre farm on the NE corner of Alexander and Dunham Roads. (Timko then lived in the house)

They owned a chestnut grove. People went to their grove to pick chestnuts. Pickers kept half of the chestnuts and the other half went to the Willings.

In the depression his dad lost the property and moved to the Button Road house. He had a team of horses that he rented out and also used the horses to do excavation work and farm work.

Jack remodeled the Button Road house, put water in. His dad had put electricity in the house. The RR did not pay for that.

Jack knew Yaro and Joe Hesoun. Joe Hesoun worked for Standard Oil (The Hesoun sister is Helen Eglit who lives on Dunham Road.)

Norm Pearce interview 9/14/1985
15801 Egbert Road

Norm and Elizabeth (Betty) Pearce bought the RR house during World War II (in the early 1940's). In all, Pearce bought 3 acres from the Egbert/Dunham intersection to his homesite.

The house had been empty for many years. There was no electricity along that part of Egbert Road. Norm and Betty were the first residents along that section of Egbert to get elec. It was during WW II and electrical supplies were limited. Norm was lucky, ECI was able to supply him with enough electrical wire to go from Dunham Rd. to his house. He had to pay for the 4 CEI poles and the installation to his house. Then Norm had his house wired.

The house was badly weather-beaten. He bought the 3 acres and the house for \$800.00 but it took a lot of building supplies and labor to fix it up.

Norm stripped the house down to the studs on the inside. On the outside he renailed the siding and put shake wood shingles on over the siding.

The house had no basement except for a 6' square cellar. Norm dug a basement under the house and put concrete blocks in for the wall.

He dug a well and had an electrical pump installed in the basement so he could have inside plumbing.

The whole 2nd floor had been one large room. Norm put in bedrooms and a bathroom.

The 1st floor had been one large room with a wood and coal burning stove, called a cook stove, in the center of the room.

When Norm moved in, Egbert Road had been rerouted. (Plat book: it was rerouted in 1907.) but the driveway to the house was the old Egbert Road. It was along the north side of the house and went straight downhill. It was a treacherous drive down in winter and could not get up the drive.

Norm built the present driveway that starts downhill, south of his house and winds around north to his house.

Norm put in the front patio facing Egbert and a large enclosed porch in the back (Dunham Road side)

*Senchur
Pearce*

Eleanor Senchur interview

15801 Egbert Road

The Senchur house was the railroad Camphouse. -the boarding house for the foreman and his family and the line workers. The foreman's wife was paid to cook, clean house and pack lunches.

The upstairs was built like barracks. The line workers slept up there. The straw boss and his section crew boarded in the house.

The section gandy dancers--from the worker's gait in using a tamping bar along the railroad track slang for a worker in a railroad section gang.

The house faced Dunham Road then. There was an Egbert Road bridge to the north of the house. See official County records of 1907. The NYC tore down the bridge in 1903 when they were building up the tracks and preparing the land for the trestle

In 1923 or 33 the RR sold the house. Senchurs bought the house in 1958 from Norman Pearce--he had owned it for 15 years. Pear^eyes bought the house in 1943, according to Eleanor.

When the Senchurs bought the house it had a coal furnace. The pump was already gone.

NORM AND BETTY PEARCE notes from interviews: 9-14-1985 and additional times
The Railroad Camphouse 15800 Egbert Road
Maple Hts. Cab Co. 16592 Broadway 587-5440

Norm and Betty (Elizabeth) Pearce Their children: Richard, Ronald, Elizabeth, Edward, Jane

Norm Pearce bought his railroad camphouse at 15801 Egbert Road during World War II, through the Conelly Realty Office. He paid \$800.00 for the house and 3 acres, extending to the Railroad right of way for the train tracks.

Pearce lived in a nearby house in his youth, remembers the railroad men starting to lay the siding; they started at the south, continued laying track toward the trestle. He recalls Delmer and Alice Kirk. Mr. Kirk was a section foreman for the NYCentral after the Longs were section foremen.

The railroad camphouse had been empty for many years. There was no electricity on Egbert Road. The Pearces were the first family on Egbert Road to get electricity. It was during World War II that he brought in electricity from Dunham Road to his house. Norm was lucky to get the electric lines (from CEI). In World War II everything was rationed. Pearce had to pay CEI for the 4 electric poles that were installed from Dunham Road to his house. He hired a Bedford electrician to wire his house.

Pearce's land went from the corner of Dunham/Egbert to his house.

The house was badly weather-beaten. It had been the traditional New York Central paint colors (greenish, yellow, grey-brown) Pearce stripped the house down to the studs, and tore out the inside walls as well, when he put in elec.

Pearce installed a furnace and modern conveniences. He insulated the house and put up plaster board. He put shake (wood) shingles on the roof and the sides of the house, too.

The whole upstairs had been 1 large room. He rearranged the rooms; made partitions to make bedrooms and bathrooms.

The house had no basement; only a 6 foot square basement celler. He dug a basement under the house. He put concrete blocks in the basement walls.

He dug a well and installed an electric pump inside the basement.

First floor: Had been one big room that had a BIG coal cook stove in the center of the room. It was operated by wood or coal. The whole first floor was one big room.

The first "Egbert Road" driveway came down Egbert and went to the north of the house. It was a real treacherous driveway. Pearce built a new driveway as is now.

NORM AND BETTY PEARCE notes from interviews: 9-14-1985 and additional times
The Railroad Camphouse 15800 Egbert Road
Maple Hts. Cab Co. 16592 Broadway 587-5440

He put a concrete patio on the front and a large enclosed porch on the back of the house.

For a few years when he was a teenager, Norm Pearce lived in a house on the NW corner of Egypt and Alexander Road, the Rezac house (Rezacs were parents to Chvatal). The house is no longer standing. His family rented the house from Dr. Chvatal. Norm's parents, James and Anna Pearce and Norm and Norm's brother Lou moved into the house from Garfield Hts.

Norm's wife, Betty Panovich Pearce, lived in the old Walton house, across from Betty Walton's house. Betty was 11 in 1929, when her family moved into this house. Her family rented from Cyrus Eaton, when he held Maude Walton's deed, according to Betty. ** The Panovichs paid \$10.00 a month rent to the Sagamore Hunt Club. **

Her parents, John and Lydia Panovich had 4 children: Betty, John, Helen and Edward. They had cows, pigs, but John Panovich worked in Cleveland and drove each day to work. They had no electricity and no water. The family lived there until 1936, when Maude Walton sold her property via Realtor L. S. Conelly.

There was a log cabin owned by the Boswells where Charles Hyrmer's house is now, 7157 Walton Road. There was a well there. Betty got water for her family from that well.

The Panovich family lived at 17500 Egbert (Hack, Kozak house) when they moved from the Walton house. Not Betty though, she had already married Norm Pearce.

The Pearces recall the Bol^Sazes at the southwest corner of Walton and Sagamore Roads, the Graves (Koberna house) and the Sedensky farm. They recall the Orchards and Sacatshes on the west side of Walton Road just south of Alexander, and the Kellers on the east side of Walton Road. The Dunlaps moved into the Sacatch fouse. All these farms were "bought" by Cyrus Eaton's Sagamore Hills Hunt Club. The Pearces tell the same story many tell about Eaton buying up deeds, paying a small initial amount, paying yearly, towards the end of the depression Eaton returned the unrecorded deeds.

Willing
Ridgeway

Jack Willing interview:

14800 Button Road

used to be a railroad house. not needed, so the NYC rented it out and later sold it.

Rudolph and Lena Willing, Jack Willing's parents, moved into the house in about 1929. Jack was 8 years old at the time.

The house used to be in the path, under the trestle. When the NYC built the trestle, the railroad moved the house east so it would not be directly under the bridge.

The Bedford Metroparks bought the Willing house from Jack Willing with the understanding that as long as he lives, he may reside in it.

At first Rudolph and Lena Willing leased the house from the NYC. Years later, when the house needed major repairs and remodeling, the RR did not want to fix it up, they sold the house to Rudolph and Lena Willing.

Jack grew up in the house. He helped his father farm 172 acres at the NE corner of Alexander and Dunham Roads. During the depression, he dad lost that farm (7525 Dunham Road), along with the house and barn on that property. The house and barn are no longer standing. (George and Ann Timko lived at the 7525 Dunham Road house until they both died. In 1979 Bedford Metropark took over the property and later razed the house.

When Rudolph Willing lost the "Timko" property he farmed the Button Road acreage by the railroad house. He had cattle and a team of horses he rented out. Rudolph Willing also did excavation work, part-time, for cash.

Rudolph wired the house for electricity after he purchased it.

Jack married Kathleen McBride . She has passed on.

This NYC spur used to be called the Little Egypt Siding.

There was a spur about 2 miles long that went south of the trestle to Alexander Road. That was where trains could get off the main track to pass one another.

The main set of tracks paralleled the Little Egypt siding.

The Willings had a chestnut grove. In the Fall people went to their grove to pick chestnuts, keeping half and giving the Willings half their yield as payment. YARO HESOUN, 7200 Dunham Road, had vivid memories as a child picking chestnuts at their place.

William Ridgeway, a friend of the Willings, rented a room and lived with the Willings in their house. Bill Ridgeway was the school bus driver for the Bedford Schools. He also raised chickens in the Willing barn that stands in front, to the right of the Willing house. William Ridgeway's grandfather, Sheldon Ridgeway, lived on the north side of Tinkers Creek Road, by the Dunham Road intersection.

Willing

Jack Willing went to St. Mary's School through eighth grade, then to Bedford High (Moody High) He took the school bus. The bus driver then was Benjamin Walton, Sterling Walton's brother. Benny Walton was the bus driver before William Ridgeway.

Jack Willing was a mechanic and operating engineer until he retired. His wife, Kathleen worked for the Cleveland Press. She made many lead glass pieces, Tiffany-style lamps and original crewel hand work.

long

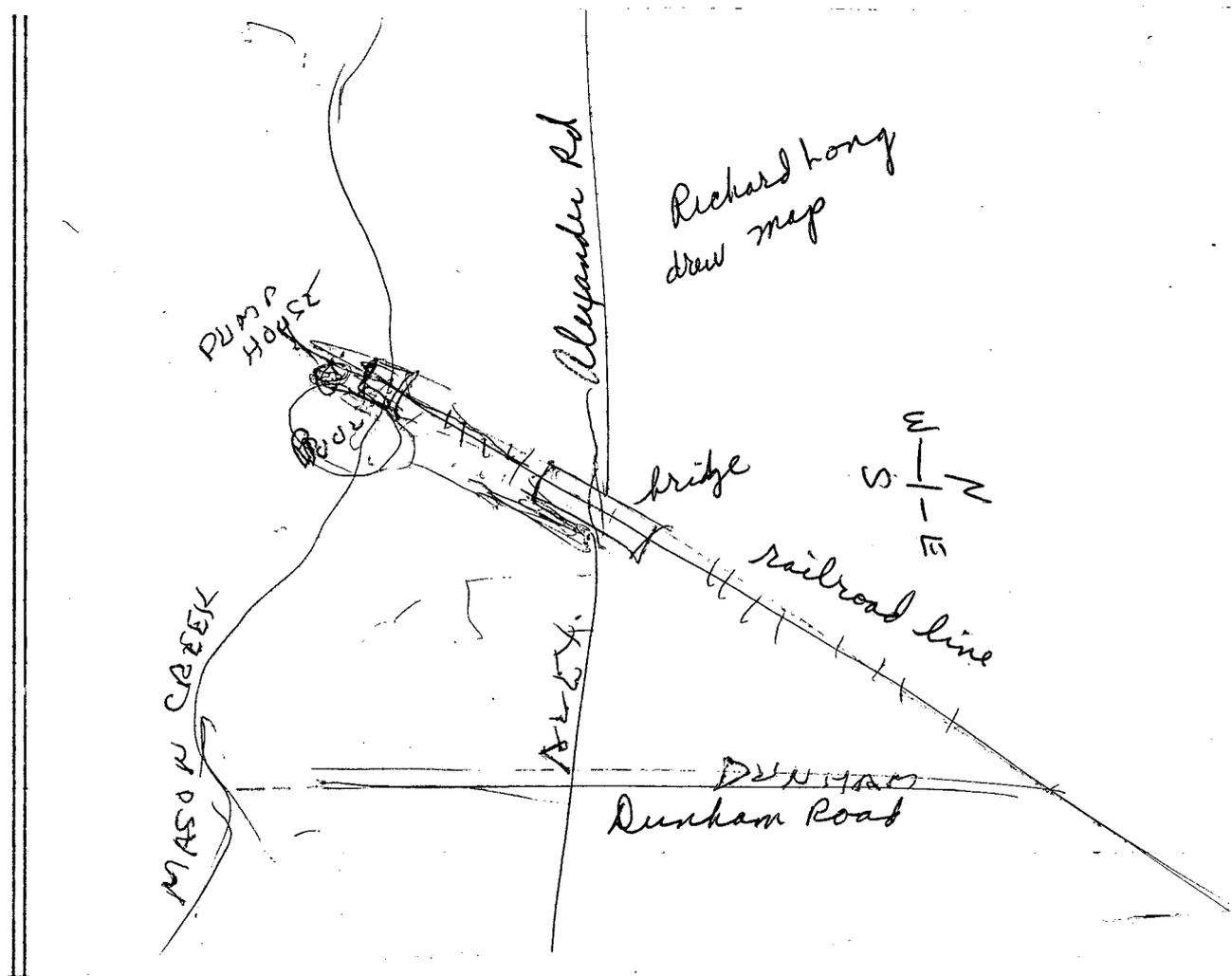
Interview with Richard Long 9-26-1985

The railroad spur, about 2 miles long, started north of Alexander Road by the Juniper CEI Station. There was a big unloading area. Coal was unloaded. There was a coal chute. Chute carried coal to the pump house/water tower pump house.

Water was pumped uphill to the water tower.
Steam turbine ran the pump. A 4" or 6" pipe carried the water to the tower.
Steam engines could take in water in 5 minutes. Fireman would fill their tanks with water in 5 minutes.

The spur went past the camphouse, to Black Beauty (behind Fuhrmeyer property).
It did not go to the water tower-pump house.

The trains could stop at Longs and use the telephone.
ie: They would call in to say they wanted to stop for water at Hawthornden, etc.
There was a big dispatcher shanty at Rt. 82.



ELEANOR SENCHUR 15801 Egbert 232-8497 interviews
with Eleanor Senchur and Betty Panovich Pearce

Jack (Jake) and Eleanor Senchur

Betty Panovich ^{ca}Pearce, when she was a young teenager, lived in the old Walton farmhouse c. 1879 at 7228 Walton Road. She and her family lived there from 1929 to 1936.

Betty recalls how one of her daily chores was to draw water from the well across the street. The well was on the east side of Walton, where a house now stands at 7175 Walton Road. Near the well stood an old abandoned log cabin.

Senchur interview:

Norm ^{ca}Pearce, who was the policeman, owned the house for 15 years.

Senchurs bought the house from a bank who foreclosed on the Pearces.

The Senchurs bought the place in 1958.

Before the Senchurs bought the house (and before the Pearces owned the property), it had been a railroad boarding house. The upstairs was built like an army barracks. A straw boss and his crew boarded there.

When the Senchur's bought the house, it had a coal furnace. The pump was already gone.

A family by the name of Cleaver lived in the railroad house at 7345 Dunham. That house had been the home for the section boss of the railroad.

Eleanor recalls how no more than 3 freight trains a day came down the railroad tracks, and then the train traffic stopped. It was a freight line.

The NYC Central tore out the tracks in the early 1970's. The siding was already taken out when the Senchur's bought the property.

The NYC Central got a 99 year lease for a railroad right of way from CEI.

The Senchurs bought 3 1/2 acres originally. They had it divided into 3 lots.

Senchurs have 3 daughters: Judy (Bruce) Schroeder

Janet lives in Twinsburg

Joann lives in Anchorage Alaska Joann married Jon Shiesl, an ophthalmologist.

*railroad
camphouse
Vranek
Stimac*

Eli Stimac
4406 Wood Avenue
Parma, OH 440-888-0152

Interview 10/11/1999

Charles Stimac
9307 Ansonic
Brooklyn, OH 216-661-8526

*1999
Eli and Charles
were in their
late 70's or 80's*

Eli and Charles are brothers who lived in the Railroad camphouse for a few years. They remember visiting their aunt Katy and her husband Pete and their children, Eli and Anna, at their railroad camphouse. They played there, and at times stayed at the house for days at a time.

Pete Vranek was the section foreman for the New York Central. His job was to act as interpreter for the men, most of whom were Hungarian, and get them to work on time, ward off disputes among the men, and keep the construction of this section of the railroad line moving along on schedule.

Kathryn (Katy) Vranek ran the boarding house (camphouse) for the New York Central. Her job was to cook the meals for the road gang, do the laundry and clean the camphouse.

Pete and Katy Vranek were recent Hungarian immigrants, Pete must have had a working knowledge of English to be hired by the NYC. They took the job because it came with free housing, they didn't have the expense of buying food, and it got them to the Cleveland area.

They had two children: Eli and Anna

When this section of the railroad line was completed, the Vraneks had enough money saved that they moved into Cleveland were able to live on their own. Eli and Charles believe the Vraneks opened a grocery store in their Cleveland neighborhood.

Long
Dolejs
NYC
Ridgeway
Frankito

Richard remembers that underneath the railroad trestle there was a catwalk for the railroad workers to inspect the track. The catwalk was about 2" thick and 8" wide. One had to walk on the 8" wide plank. On a dare, kids would walk this plank. If a train came along, it would be extremely difficult to stay on this plank of a catwalk. Most kids tried to outrun the approaching freight train.

Every several yards along the trestle there was a platform that jetted out the side. This was so that if a train came along, and someone was walking the tracks, he could run to the platform and stand in safety.

Richard Long worked for his dad, Edward Long, during his 4 high school years and during college.

Mr. Joseph Dolejs worked for the railroad also.

He ran the pump house.

He was also a line walker. He "walked" and inspected the 15 miles of track to the north, to Marcy, and 15 miles to the south, to Brandywine. He checked for broken rails, etc.

At the time he was semi-retired.

The NYC had a big water tower south of Alexander Road, just to the west of Dunham Road (note: the old tracks are now the Metropark all purpose trail and the pump and water tower was to the east of the trail, just south of Alexander Road)

The pump house was in the ravine. They ran the pump house by heating coal. Water for the tower came from Sagamore Creek. The railroad dammed up the creek so they had a pool of water.

Mr. Joseph Dolejs' job was to heat the water, and keep the pump house pumping water into the water tower.

Earl Long owned a large farm on Dunham Road, from about 1928-1935

To the north, the Long farm abutted Carey's,
to the south, the Long farm abutted Dolejs'

Later, Black Beauty and several other homes took up that farm.

In time, this NYC railroad line had too little business, so NYC closed this line.

Mr. Ridgeway had a Model T Ford school bus. When the school bus could not make it up Dunham Hill into Maple Hts/Bedford, the children got out of the bus and walked up the hill.

Laura Frankito moved to the house in January, 1978

Laddie Moch, a realtor who lives on Morningside Drive, told Laura was told the house was built in 1879.

Obituaries

Richard Long: Member Richard R. Long passed away on February 9, 2004. He was a member of the Bedford Historical Society since 1986. He is survived by his wife, Dorothy (nee: Brott); son Rick (Lisa) and granddaughter Rachel. Dick was active in the First Baptist Church of Bedford and was a Mason.

April 25, 2004

Mr. Robert G. Kainsinger
18955 Orchard Hill Drive
Bedford, OH 44146-5264

Dear Mr. Kainsinger:

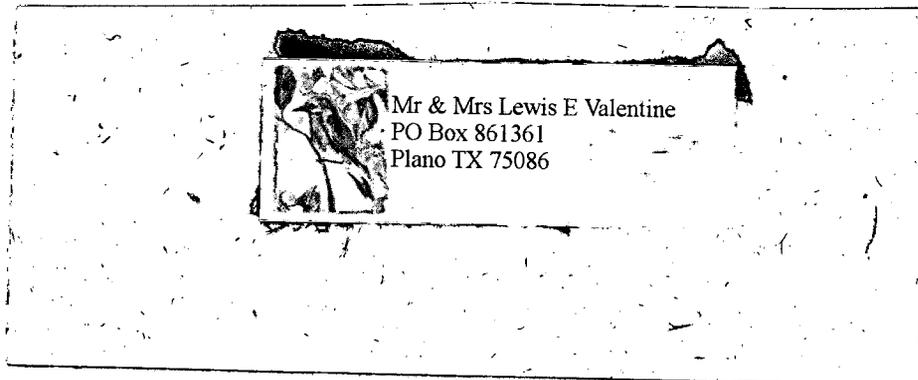
You do not know me but just recently I received part of an article that I believe you and your wife might have written covering the New York Central Railroad and Walton Hills. My husband's aunt, Mrs. Richard Long of Solon, Ohio, forwarded this to us. The article mentions Edward Long and Richard Long. Edward Long is my husband's grandfather on his mother's side and Richard was his uncle. I have been doing the family genealogy for the past 10 years and would very much like to obtain/buy the whole article or book. I so appreciate receiving this information for my records and of course any other information you would be willing to add. I have enclosed a self-addressed envelope and my e-mail address is shilew@aol.com.

Thank you in advance and hope to hear from you soon.

Sincerely,



Mrs. Lewis E. Valentine
1526 West Spring Creek Pkwy
Plano, TX 75023 - 4330
972-423-0213



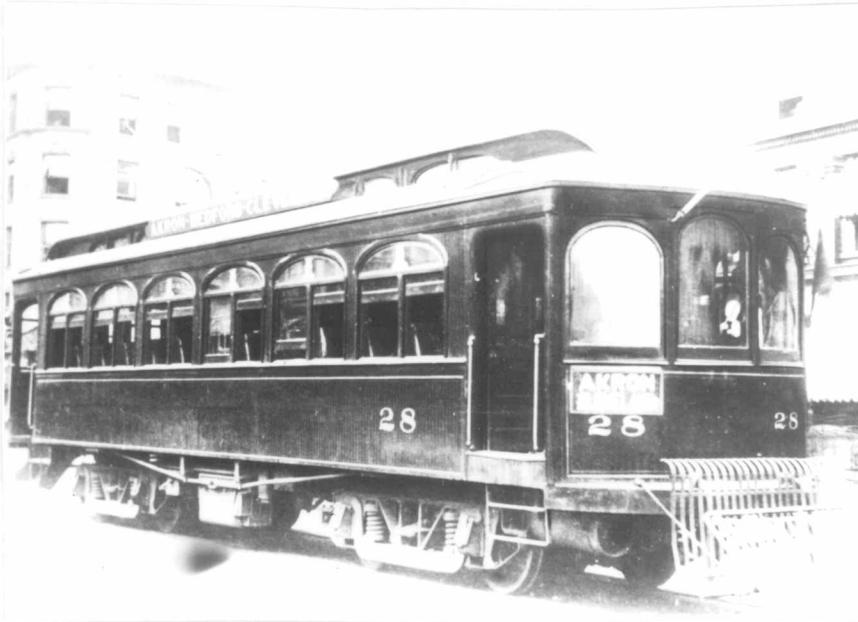
THE A. B. & C. ELECTRIC INTERURBAN RAILWAY

Between 1895 and 1932 a trolley line cut through the section of Bedford Township which later became Walton Hills. Local residents could take brightly-painted red electric trolley cars to stops enroute to downtown Cleveland or to Cuyahoga Falls, and then when the line was extended, riders could travel as far south as Uhrichsville, Ohio.

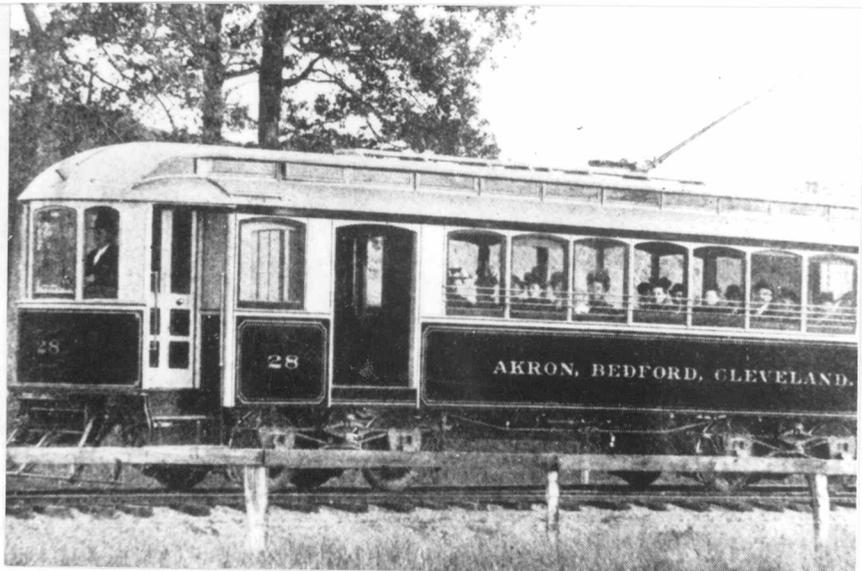
In 1906 The Northern Ohio Traction and Light Company was formed by the merger of the A. B. & C. and other electric interurban lines. A few years later the company was renamed The Northern Ohio Power and Light Company. No matter what the official name, customers called it the ABC, the Red Car, or the Red Trolley.

Throughout the thirty-eight years the trolley service was in existence there were changes in the track routing. Locally, the tracks ran along the east side of Northfield Road until 1930 when Northfield Road was converted into a divided highway. At that time the interurban tracks were laid down the center strip of the road.

At the peak of service there were thirty-five stops scheduled daily



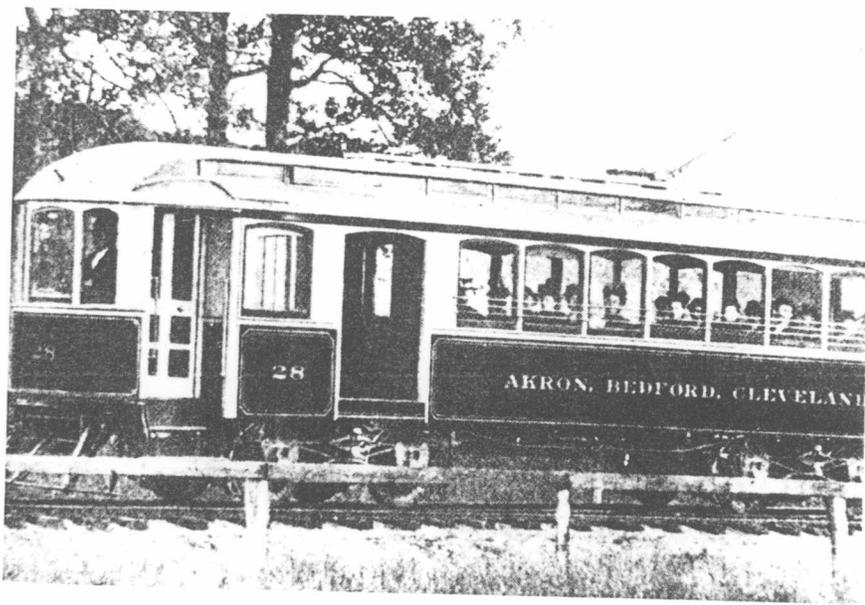
ABC
1906 photo



between downtown Cleveland and Bedford. One popular trolley stop was at Bedford Commons and North Park Street — the famous Bedford Glens stop. Carloads of people often got off to go picnicking, dancing, or bowling at nearby Bedford Glens. The stop near Interstate Street and Northfield Road was convenient for McMyler-Interstate Company workers.

Although the line went through "Walton Hills," the ABC was more often used by people who lived in Cleveland and its nearby suburbs than by local residents. However, several older residents relate that it was the ABC trolley that first introduced them to the southwest corner of Bedford Township. Elsie Wingefeld (18955 Orchard Hill Drive) recalls stories her father, Anton Pintner, told her about the Northfield Road area. He took the ABC from Cleveland to a stop at Northfield and Sagamore Road each autumn during the early 1900's. He got off there to pick black walnuts and mushrooms in the woods and fields where Regency, Rashell, and Laurel Drives are today. When his two bushel baskets and bags were filled, he boarded the ABC to return home with his treasures.

The number of trolley riders began to dwindle dramatically in the dark depression days of 1932, thus causing the line to go out of business. The trolley cars, still in good condition, were either scrapped or sold. So ended an era of trolley car service in Bedford Township.



ABC TROLLEY CARS traveled along Northfield Road from 1895 until 1932. (1906 photograph)

A Ride on the A. B. & C.

It is 1927 or 1928... or maybe 1931. You have spent most of the day in Cleveland shopping, or perhaps on your job, and now it is time to go home. A short walk up Huron Road brings you to the N.O.T. & L. waiting station, which stretches through to Prospect.

Soon the big red steel Akron, Bedford and Cleveland interurban car eases up the tracks along Huron and stops outside the station, with the tall new telephone building opposite. You climb the high steps into the car, following a half dozen commuters, and walk down the long aisle to select a seat for the 12-mile ride to Bedford.

A ten minute wait for the scheduled starting time is spent in the quiet car as a few more passengers board, with a background murmur of subdued conversation and the intermittent throbbing of the car's compressor breaking the silence. Promptly on schedule the motorman and conductor step in and take their stations, and the car glides smoothly toward Broadway.

In Cleveland the Bedford local runs on the Cleveland Railway tracks on Broadway to Miles Avenue. Crossing Miles, you descend down the ramp to the lower grade, ducking under the steel bridge which carries the Broadway auto traffic toward Maple Heights and Bedford. (The abandoned concrete ramp is there in 1980, visible from the present south-bound lane to Broadway.)

Your car now picks up speed on the

straightaway to Whitehouse Crossing in Garfield Heights, with the shining rails of the Pennsylvania Railroad on your right and the tracks of the Wheeling & Lake Erie joining the right-of-way on your left.

An eight-car passenger train on the Pennsy slowly overtakes the speeding interurban car and for a few minutes the Bedford bound riders are eye-to-eye with the Pittsburgh bound travelers, the swirling coal smoke from the locomotive throwing a tenuous curtain between them.

After crossing Broadway at the treacherous Whitehouse Crossing you continue on between the Pennsy and the Wheeling tracks. A short halt is made at Stop 10, under the Dunham Road bridge in Maple Heights. A long wooden stairway leads up to the bridge above for access to Broadway and Libby Road, for the accommodation of Maple Heights patrons.

A short run brings you to Rockside Road, which had been a busy stop just a few years previously, when the Maple Heights race track brought horsemen and handicappers for the daily running program.

Entering Bedford, a half mile further the line makes an abrupt right angle turn, crossing the Wheeling tracks, and heads east for a couple of hundred yards to Broadway, passing the N.O.T. & L. freight station on the way, midway between Harrison and Leonard Streets. Here the line branches out to a

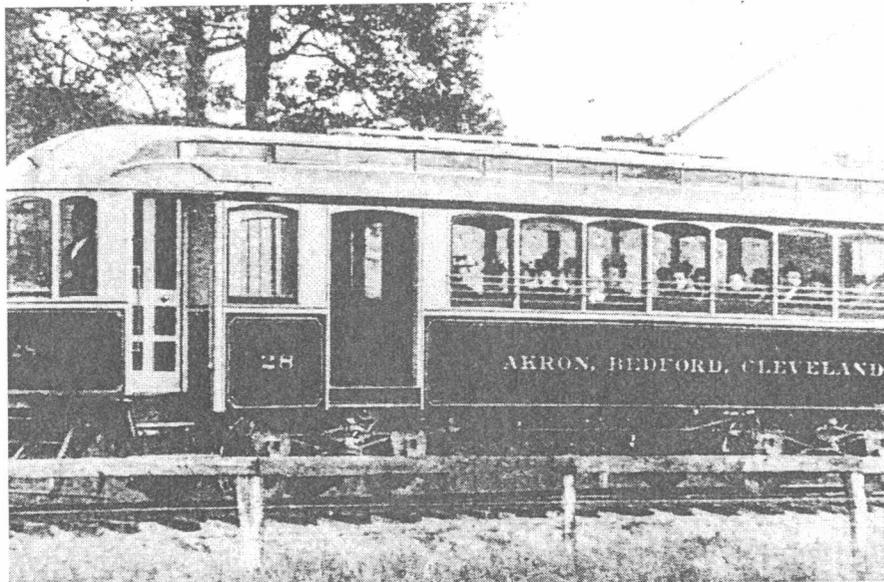
In 1906 the Northern Ohio Traction and Light Company was formed by the merger of the A.B.&C. and other electric interurban lines. No matter what the official name, people called it the ABC, the Red Car, or Red Trolley.

Between 1895 and 1932, residents could take the trolley to downtown Cleveland or to Cuyahoga Falls, and then when the line was extended, to Uhrichville.

In our area, the Trolley Line ran along Northfield Road.

Until 1930, trolleys ran along the east side of Northfield Road.

When Northfield Road became a divided highway in 1930, the interurban trolley traveled down the center strip of the road.



double track and heads down the center of Broadway.

(The cut-off to Broadway was just north of the present Strachan-Casale Insurance building. A patch of paving brick forms the sidewalk where the trolley track curved into Broadway a half century ago.)

On up Broadway you go, with stops at Glendale (Stop 18), Grace Street (Stop 19) and Columbus (Stop 20) in front of the three-story Telephone Building.

At Stop 21 you reach the Public Square, stopping at Walter Day's N.O.T. & L. ticket office and confectionery store. (That's the spot where Kastaway Kulis' taxidermy shop now operates.) Here you leave the big red monster, 46 minutes after departing from the Huron Road station. End of ride on the A.B.C.

Before 1926 the N.O.T. & L. car line ran along the west side of Broadway from Whitehouse Crossing through Maple Heights into Bedford, where it shifted to the center of Broadway at Southwick Drive.

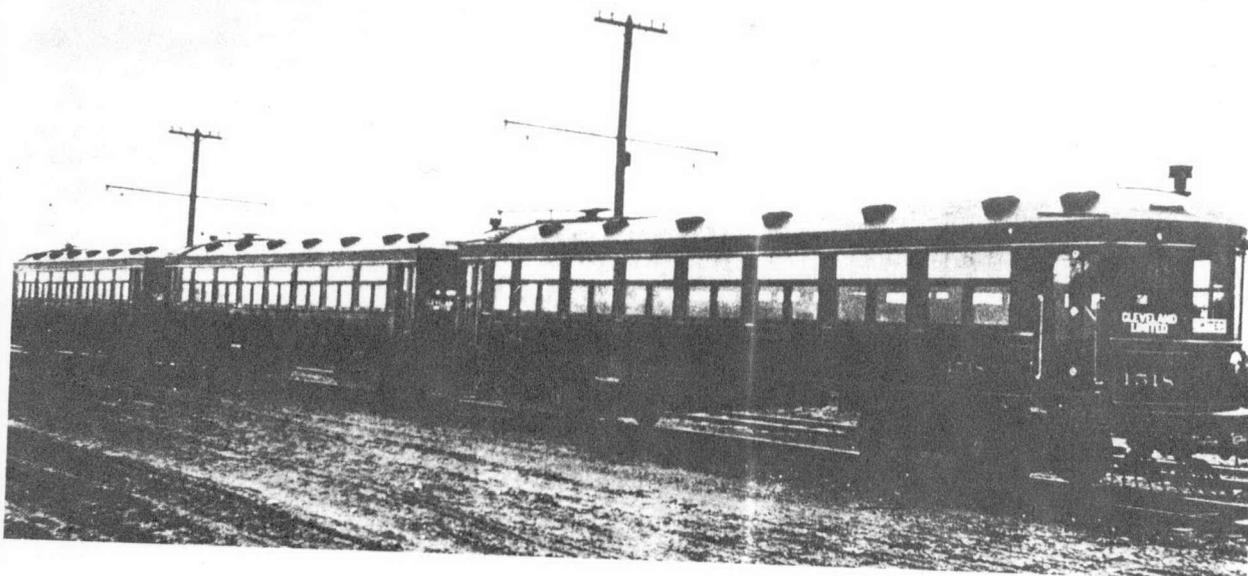
Now to straighten out those initials for those who arrived lately:

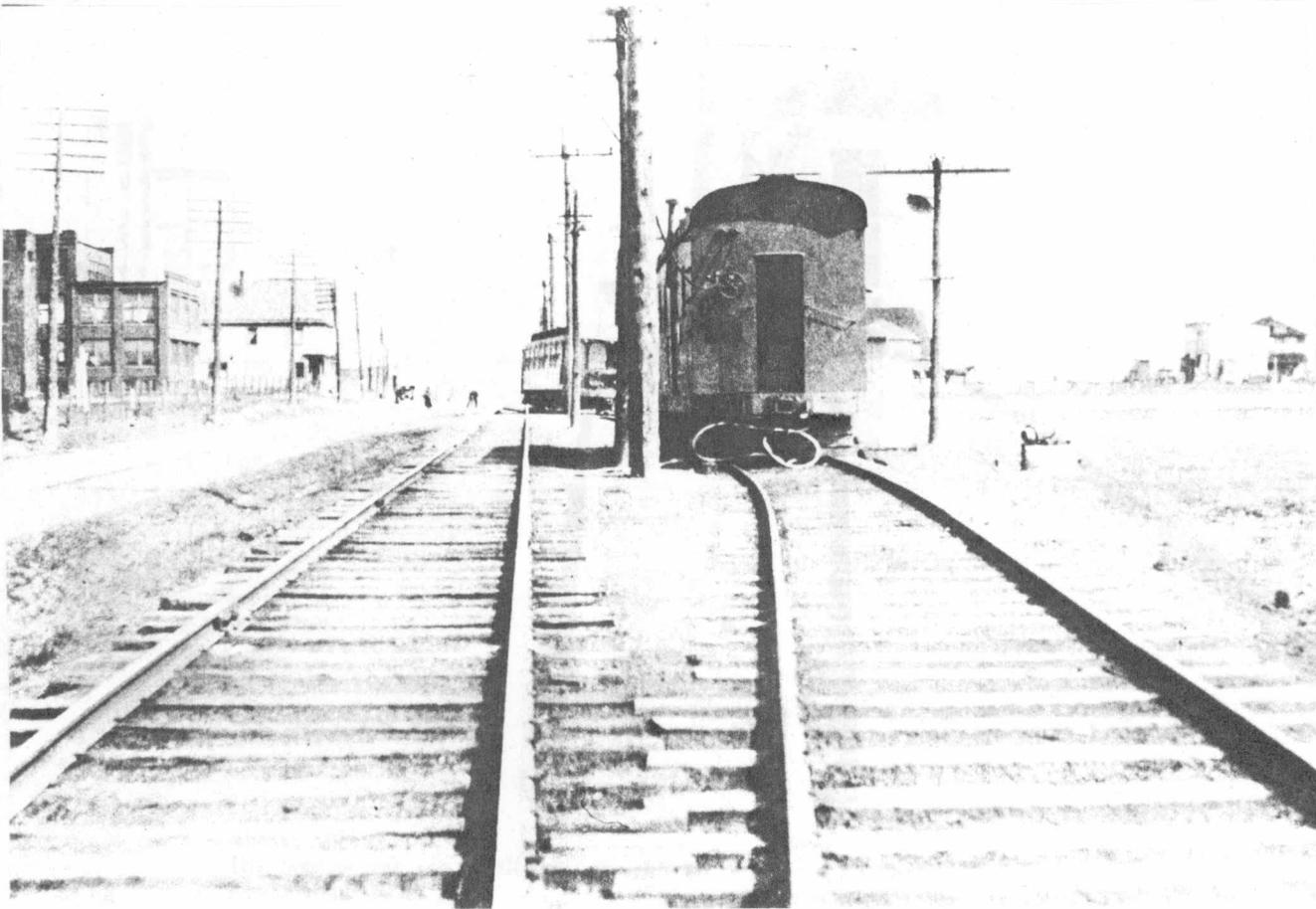
The A.B.C. stood for Akron, Bedford & Cleveland Railway Co., which commenced operations in 1895, connecting, obviously, the three communities in the title. The N.O.T. & L. was the Northern Ohio Traction & Light Co., formed in 1906 by combining several existing electric interurban lines, one of which

was the A.B.C., which continued to be known as the Akron, Bedford & Cleveland division of the N.O.T. & L.

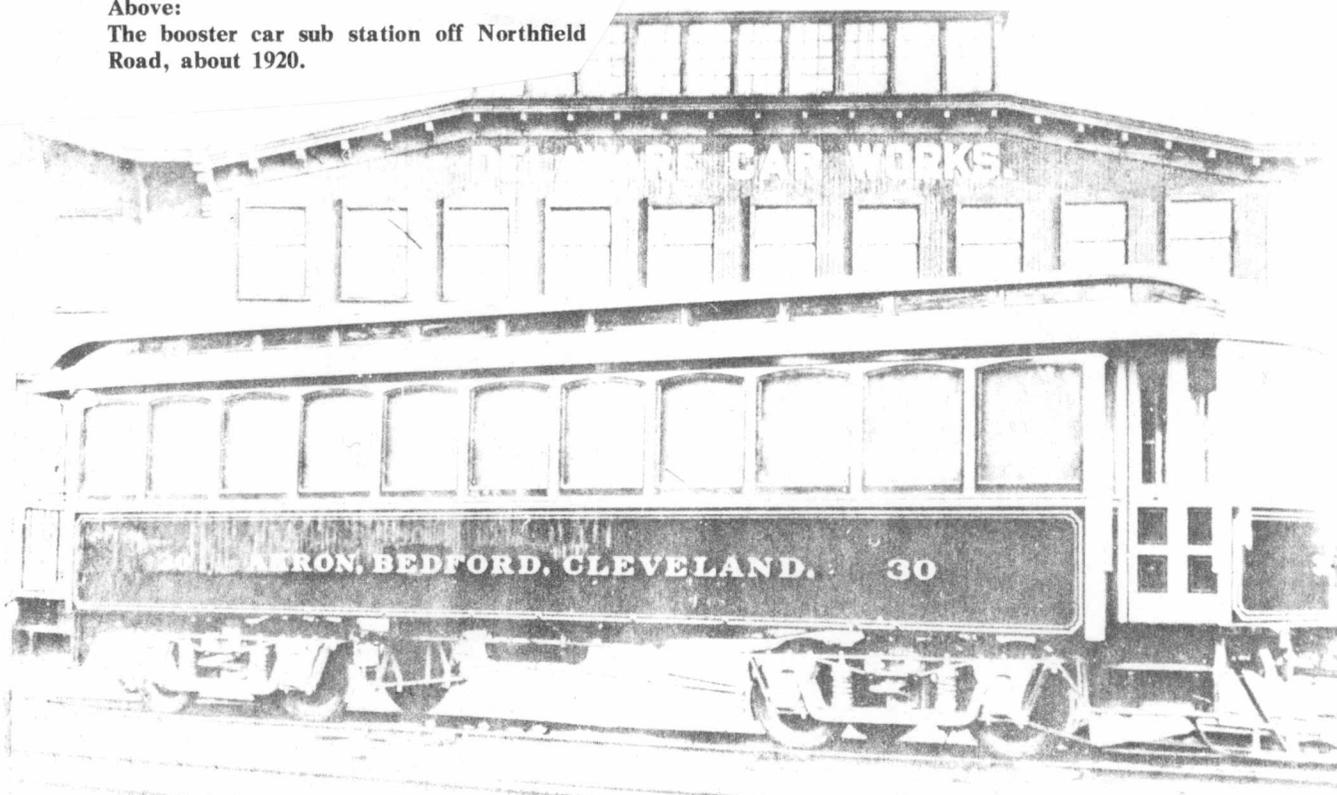
Toward the end of the line's existence a slight change in policy occurred, resulting in a different set of initials. The name was altered to Northern Ohio Power & Light Co. and became the N.O.P. & L.

The last A.B.C. cars ran through Bedford on March 31, 1932, when the entire N.O.T. & L. operation ceased forever. Too bad.

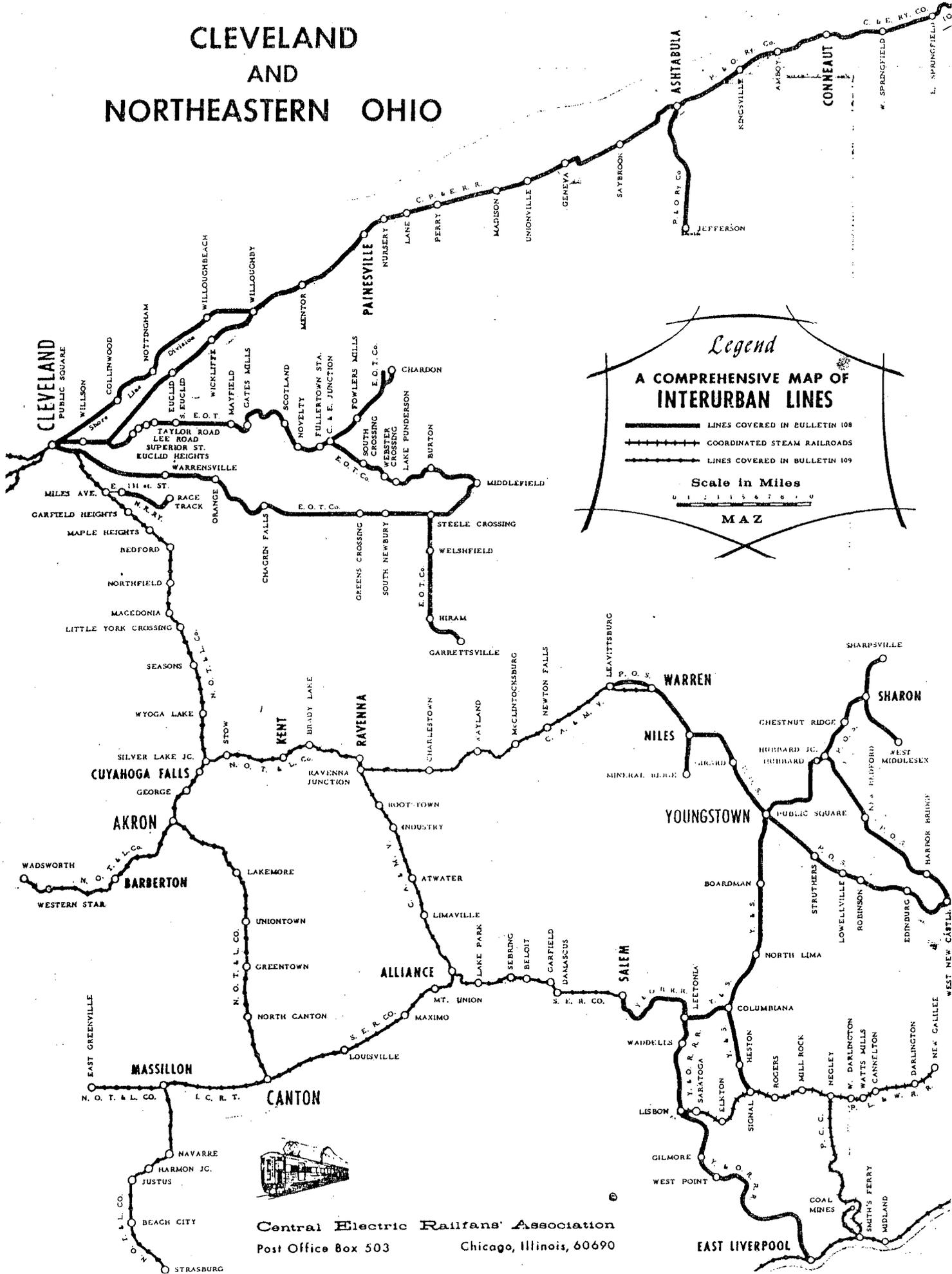




Above:
The booster car sub station off Northfield
Road, about 1920.



CLEVELAND AND NORTHEASTERN OHIO



ABC Trolley
spur-turnaround

1

TRACING OUR HERITAGE: THE VILLAGE OF WALTON HILLS

by Jean and Bob Kainsinger

To commemorate the incorporation of our Village of Walton Hills in 1951, the Walton Hills Owl is featuring a number of articles about issues that motivated residents to push for change from township to village. This is the second in the series.

ROBINHURST HEIGHTS

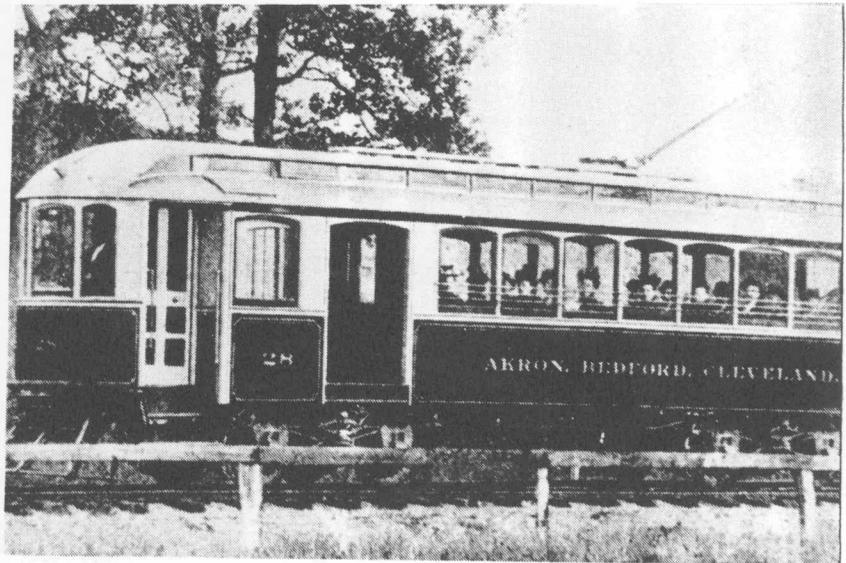
At the same time when Cyrus Eaton and the Summit Hunt Club claimed part of Bedford Township that makes up our Village of Walton Hill, another section of what is now our village was being prepared for development under the name of Robinhurst Heights. R. B. Hartwig was a real estate investor who owned over 430 acres of local land from 1922 until December 17, 1929.

- Hartwig's land extended east to west from Northfield Road to Walton Road, and from north to south from approximately Jefferson Drive to Sagamore Road. The only parcel of land not included was the Orchard homestead at 7715 Walton Road. Most of the land would have been a low-cost housing project, with the strip of land along Northfield Road planned for business or industry. The Robinhurst Heights development included a spur of the trolley line, to attract low income families who would require public transportation to get to their place of employment.

The N.O.T.&L. Trolley Line ran along Northfield Road. Between 1895 and 1932, residents could take the trolley to downtown Cleveland or to Cuyahoga Falls, and then when the line was extended, to Uhrichville.

Locally, the tracks ran along the east side of Northfield Rd. until 1930 it became a divided highway. At that time the interurban tracks were laid down the center strip of the road.

In 1906 The Northern Ohio Traction and Light Company was formed by the merger of the A.B.&C. and other electric interurban lines. No matter what the official name, people called it the ABC, the Red Car, or Red Trolley.



The bulk of Hartwig's realty holdings were platted into 610 small city-sized lots, most of which were 40 feet wide. Planned in 1922 by the Hartwig Realty Company, and recorded by Cuyahoga County in 1923, it was called the Robinhurst Heights Subdivision.

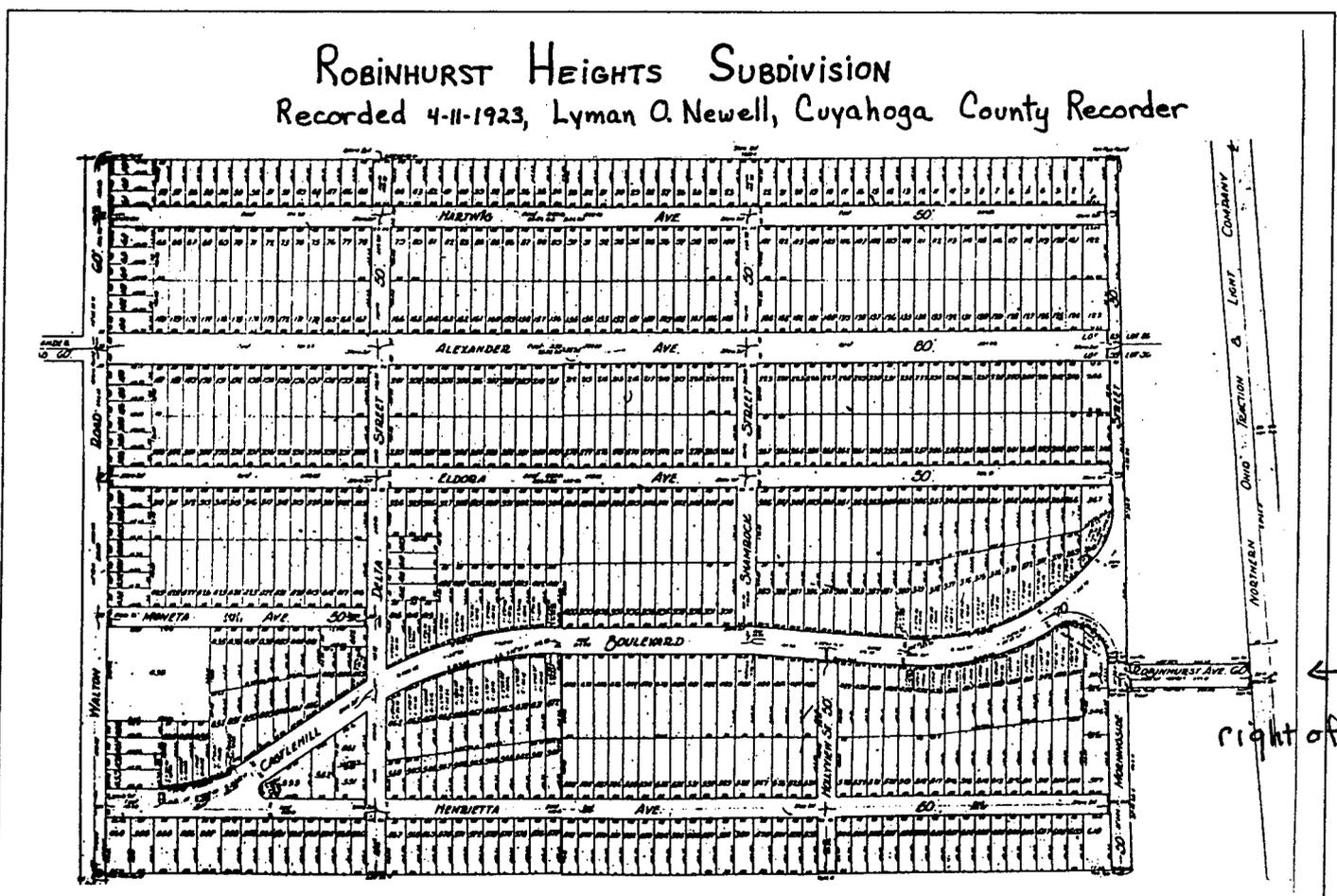
(continued)

ROBINHURST HEIGHTS

However, the stock market crash of October 29, 1929 altered the plans for the subdivision. The Guardian Savings & Trust Company held the mortgage for R. B. Hartwig's land. A month and a half after the Wall Street panic the allotment was vacated.

In 1930 another realtor named Donald C. Dunlap acquired the Hartwig acreage. By 1936 a group of realtors who formed the Sagamore Hills Company were making plans to develop the original 430 acres plus another 37 acres they acquired in this southeast corner of Bedford Township.

Several local citizens in the 1940's were concerned about small lot sizes in these proposed housing developments and began to discuss the need for township zoning ordinances which would regulate how land could be used.



ROBINHURST HEIGHTS SUBDIVISION, a housing development which never materialized, was planned in 1922. Of the 610 city-sized lots, most were 40' wide.

At that time Walton Road was the only existing dedicated road. The portion of Alexander Road pictured here was only a narrow dirt lane.

- At the right is a right-of-way for a spur of the N.O.T.&L. Trolley Line which ran along Northfield Road. ←
- Robinhurst Avenue was a planned access road connecting the housing development with the trolley line spur. ←

12. April 12, 1979 -- Being an account of the N. O. T. & L. car line, and a farewell to Sam Ake.

The ABC, or the A.B. & C.

The ABC Line, or the A.B.&C.

Do you know where "America's first high speed long distance electric interurban between major cities" was? Right here in little old Bedford, that's where. It was the ABC line.

The year was 1895, the high speed reached was in excess of 60 miles an hour in the open stretches, the distance was about 35 miles, and the major cities were Akron, Bedford and Cleveland. Bedford at that time was really a major village; population about 1400.

The Akron, Bedford & Cleveland R.R. Co. was formed in October 1894, and in just a little more than one year later the rails were down and cars were carrying local commuters and shoppers between the village and the big city. The tracks ran right down the center of Main Street through town, first a single line and later double tracks.

In 1902 the ABC became the Northern Ohio Traction & Light Co. (N. O. T. & L.) and service was extended south of Akron into Canton, Massilon, New Philadelphia and other towns along the way and beyond. However, this portion of the line was still familiarly known as the ABC through the years, until 1932 when the interurban service was discontinued. The interurban line died, asphyxiated by the growing and (at that time) more convenient motor car and bus transportation.

Local people identified Main Street (or Broadway) locations by car stops...Stop 18 was Glendale, Stop 19 was Grace Street, Stop 20 was Columbus Street, and Stop 21 was the Public Square and North Park Street. Day's Confectionery at Stop 21 was also the N. O. T. & L. ticket office.

In the 1920's Bedford Glens Park, "The all year Dancing and Bowling Resort" was advertising its location as at "Stop 21 ABC Line." The cars brought dancers and bowlers from Cleveland and Akron for an evening at the Glens, though the walk down North Park, past Marble Chair and through the Pennsy underpass was rather lengthy, but not as lengthy as the reverse trek at the end of the evening in the rush to catch the last car north or south.

Thirty-five trips were made from Bedford to Cleveland Public Square daily, with the first leaving Stop 21 at 4:53 a.m. and the last at 11:49 p.m. The fare was 15 cents one way and 25 cents round trip.

In October 1920, when Cleveland was in its first World Series, a nine-car interurban train rumbled down Main Street, filled with baseball fans headed for League Park.

On a Wednesday each summer the whole town would close up and pack picnic baskets for an all-day outing at the annual Merchants Picnic. The picnic was usually held at either Summit Beach or Myers Lake Park near Akron, and special cars would make the run from Bedford directly to the park, filled with festive villagers, for the outing really started from the moment the cars started to roll.

For 37 years the big red trolley cars filled a need, providing a fast, frequent and cheap means of getting from Bedford to Cleveland and back again. It took just 37 years for the electric interurban system to become a dominant influence on dozens of Ohio communities, linking them together with smooth steel rails paralleling the muddy and at times impassable country roads, and then fade away as the roads were paved and the auto became king.

NORTHERN OHIO TRACTION & LIGHT CO.

Leave Bedford	Leave Cleveland
4:34 a. m.	5:45 a. m.
4:50 a. m.	6:00 a. m.
5:12 a. m.	6:45 a. m.
5:27 a. m.	7:45 a. m.
5:55 a. m.	8:00 a. m.
6:27 a. m.	8:45 a. m.
6:55 a. m.	9:45 a. m.
7:55 a. m.	10:00 a. m.
8:27 a. m.	10:45 a. m.
8:55 a. m.	11:45 a. m.
9:55 a. m.	12:45 p. m.
10:55 a. m.	1:00 p. m.
11:55 a. m.	1:45 p. m.
12:19 p. m.	2:00 p. m.
12:27 p. m.	2:45 p. m.
12:55 p. m.	3:45 p. m.
1:55 p. m.	4:45 p. m.
2:55 p. m.	5:45 p. m.
3:55 p. m.	6:00 p. m.
4:27 p. m.	6:45 p. m.
4:55 p. m.	7:45 p. m.
5:55 p. m.	8:00 p. m.
6:27 p. m.	8:45 p. m.
6:55 p. m.	9:45 p. m.
7:55 p. m.	10:00 p. m.
8:27 p. m.	10:45 p. m.
8:55 p. m.	11:30 p. m.
9:55 p. m.	

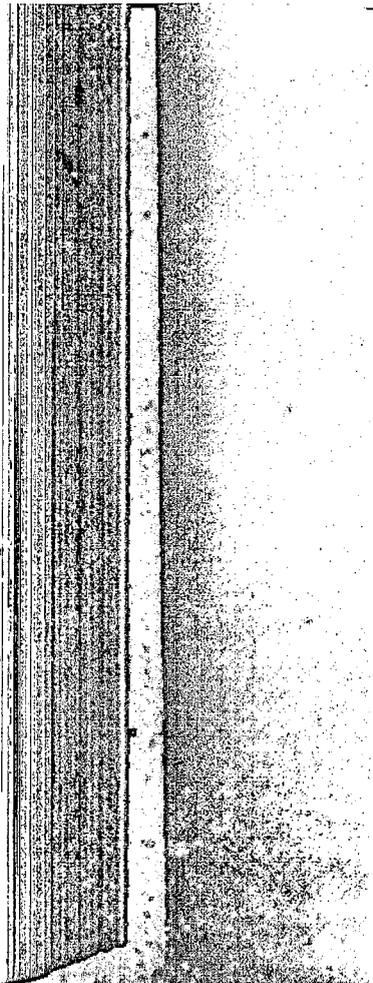
* Note effective Oct. 1, 1924

The A.B. & C. Interurban Bridge

On November 10, 1895, the first street cars started running through town on the Akron, Bedford and Cleveland electric interurban line. A spindly steel trestle supported the tracks over Tinker's Creek, from Main Street opposite the cemetery up to Northfield Road. The structure proved to be too spindly, and about two months later it collapsed, unable to withstand the weight of a snow plow and a car full of coal. Two men died.

A much sturdier bridge was built in its place, and this stood until the line was discontinued in 1932. It was 364 feet long, with a steep 6% grade that the heavy cars struggled to grind upward, or ease gingerly downward. A bit of excitement was created occasionally when a runaway car would roll wildly down the incline.

One story from out of the past tells of a woman passenger, unaware that the car was halted on the bridge and not at Stop 27, stepped off the car into the darkness and plunged to the ground 60 feet below.



The end of the A.B.C.

It was just 50 years ago next Wednesday, on March 31, 1932, that the big red steel interurban cars last made their runs down Broadway through Bedford. And it was only 38 years before that, in November 1895, that the Akron, Bedford & Cleveland electric traction line was completed from Akron to the Cleveland city car tracks.

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In 1913 an eight-mile cut-off was completed, which headed south across the level countryside, by passing Northfield. It took off from Northfield Road at Fell Lake and ran straight and fast to Chittendens Corners. The cut-off was considered the finest stretch of interurban trackage in the state, and the cars often reached speeds up to 70 m.p.h. en route.

The tracks ran down the east side of Northfield Road in Bedford and across the Pennsylvania Railroad at the treacherous Word's Crossing at grade. In 1930, the track was re-aligned when Northfield Road was made into a divided highway, with the interurban tracks down the middle. Stop 27 was at McMyler-Interstate, and a wye was built at Stop 28, near Forbes Road.

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Again in 1922 an Akron bound limited and a Cleveland bound local collided head-on on the single two way line at Stop 9, just north of Libby Road in Maple Heights. Twenty-eight people were injured in this one.

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Broadway on the double tracks through town, every 30 minutes or so. They would stop at Columbus Street and at Woodrow, and stand for a few minutes at Day's ticket office. The passengers would be discharged or picked up in the middle of the street. Autos were required to halt for a stopped street car, for the safety of the riders. Fifty years ago, of course, auto traffic was much lighter than it is now.

When the Northern Ohio line was discontinued in 1932 there was little time lost in disposing of the rolling stock. The beautiful steel cars, still in first class condition, were taken to the Kenmore yard to be scrapped. A few were sold to be used as lunch counters, beauty parlors, popcorn stands, cottages or storage sheds. The remainder were burned to remove the burnables, and the steel cut up and sold as scrap.

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Today, transit buffs scour the countryside seeking out these old cars, regardless of the condition. When they find one they haul it home and then spend hours and dollars attempting to restore it. Only 50 years ago they were available, complete and shining, for only a few dollars each. And that's the way it will always be.

The Day the Bridge Fell

On a cold, early winter morning Charles Geib, motorman, eased his A.B.&C. interurban car out of the car barn in Cuyahoga Falls and headed toward Bedford. Attached to the car was a snow plow and a coal car loaded with 28 tons of coal. His mission was to deliver the coal to the power house in Bedford. The others in the crew were William Young, brakeman, and Lyman Haymaker, the conductor.

As the train neared Bedford it stopped at Stop 27, near the top of Union Street hill. Ahead of Geib was the long downhill bridge 350 feet of it - over Tinker's Creek, with a steep 6% grade down to Twinsburg Road, or Main Street. His destination, the power house, was just beyond the foot of the bridge.

With brakes set, he started cautiously and slowly down the grade, with the heavy load behind him. Halfway across he felt the bridge tremble, heard the sound of timbers and iron beams cracking, and suddenly cars, coal, men and the supporting structure plunged toward the icy shallow waters of Tinker's Creek, 50 feet below.

It happened at 7:45 a.m., Thursday, January 9, 1896.

The Akron, Bedford & Cleveland electric railway was formally opened on November 10, 1895, when the line was completed from Akron to Miles Avenue, connecting with the city tracks to Cleveland Public Square. Preliminary to that, the cars ran on the portion of the line that was finished from Cuyahoga Falls through Bedford to Whitehouse Crossing, beginning September 1, 1895.

The hazardous Bedford bridge carried cars and thousands of passengers over Tinker's Creek for a little over four months before its fatal collapse.

The bewildered Charles Geib extricated himself from the mass of iron, coal and timbers and crawled through the cold water, face covered with blood, to the arms of rescuers, who took him to the nearby home of F. W. Landfear. Geib, 28, was the only survivor of the three-man crew. Young, of Cuyahoga Falls, died instantly, and Haymaker, of Canton, died shortly after.

CLEVELAND PLAIN DEALER
Friday morning, January 10, 1896

TO DEATH.

Street Cars Plunge
Through a Bridge at
Tinker's Creek.

Three Men Are Carried
Down and Only One
Survives.

Terrible Accident on the
New A., B. & C. Elec-
tric Line.

Frail Trestle Works Give
Way With Fatal
Results.

Fall of Fifty Feet Into the Creek,

The next morning the Cleveland Plain Dealer featured a lengthy and detailed story of the disaster, with the headline "TO DEATH. Street Cars Plunge Through a Bridge at Tinker's Creek. Three Men are Carried Down and Only One Survives."

Service was resumed from Akron with little delay, with carriages carrying passengers around the new gap.

An inquest was held, and the Wrought Iron Bridge Co. of Canton, builders of the bridge, accepted responsibility for the disaster. In an odd decision, the same Wrought Iron Bridge

Co. was given the contract to build the replacement bridge.

A temporary wooden structure was to be erected within ten days and the permanent steel bridge within 35 days. The hurry-up steel job was obviously much better engineered than its predecessor, for it served for 36 years, and was still strong and sturdy when the interurban line was discontinued in 1932.

A third man died in the aftermath of the bridge accident, when a portion of the temporary timber structure collapsed while under construction. Six workmen were injured, one fatally.

There was a surplus of excitement on that cold day when the cars fell through the bridge. Local people walked down to view the wreckage, and the trolley cars brought curious outsiders to the location from both ends.

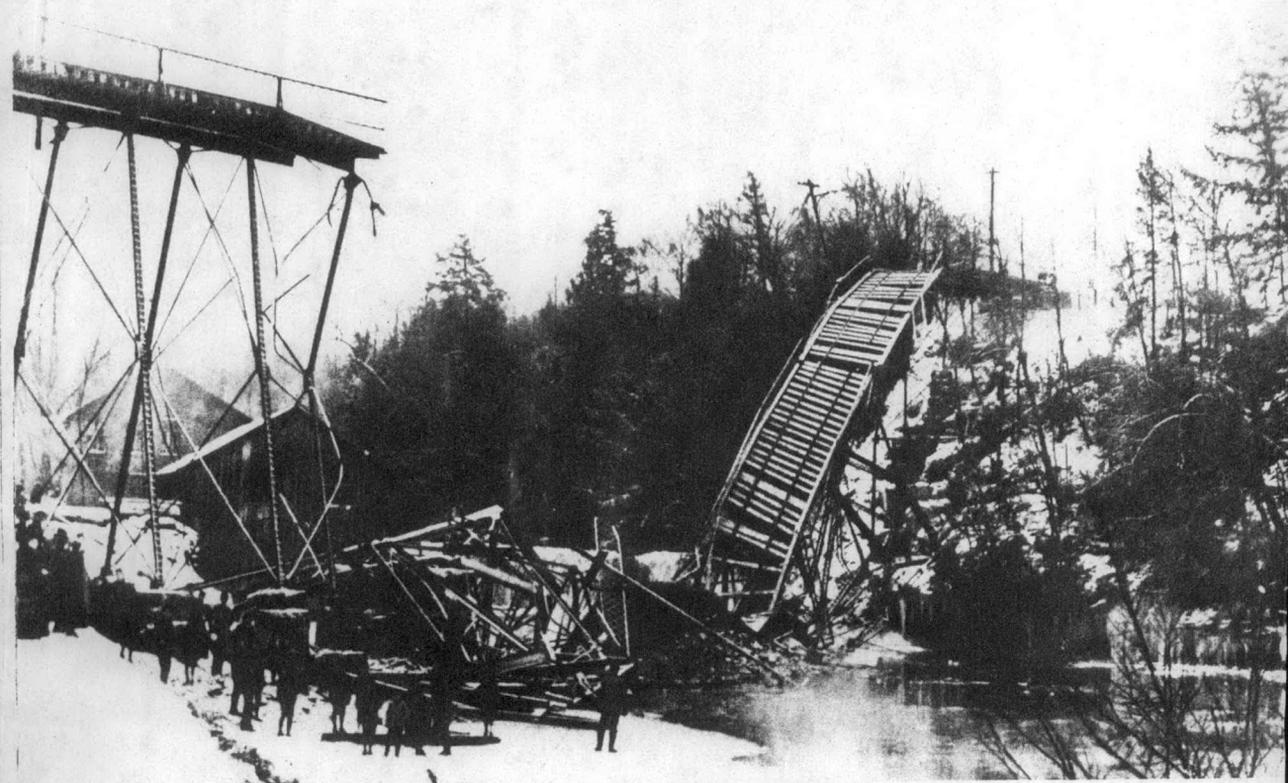
William Coon had left his home on Union Street that morning and, taking a short cut,

was walking across the bridge toward Bedford when the train approached. He had reached the lower end and looked back at the approaching cars just as the bridge dropped from under the heavy load.

Probably Bill Coon recounted those few seconds many times to the villagers during the next few days, describing his reaction when he was the eyewitness to the tragedy.

Today, of course, the car tracks are gone, the 1896 interurban cars are long extinct, and all signs of both the original bridge and the replacement are lost (except a couple of the footers, still there among the undergrowth along Tinker's Creek).

The power house? Part of it is still there, on the west side of Broadway opposite the cemetery, now occupied by Tucker Steel Stamp Co. and A & M Sales. A few fugitive lumps of coal that never reached the power house are still lying there along the rushing stream, relics of the day the bridge fell, 85 years ago.



THE FALLEN BRIDGE-- as it looked after collapse of 1896.

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The A.B.C. Trolley

The A.B.C. electric interurban railway ran its first cars down Main Street in Bedford on October 25, 1895. The last can ran on March 31, 1932.

The cars were red steel.

The line ended in downtown Cleveland, at the waiting station on Huron Road.

In Cleveland it ran on the Cleveland Railway tracks on Broadway to Miles Avenue. After crossing Miles Avenue the tracks went down a ramp and followed tracks between the Pennsylvania RR tracks on the south side and the Wheeling and Lake Erie tracks on the North side. In Bedford, between Harrison and Leonard Streets, the tracks met Broadway and went down the center of Broadway. It went through Bedford, Northfield Road, out to Akron.

In 1930, when Northfield Road was made into a divided highway, the ABC tracks were set into the center strip.

Stop 20 or 21 The ABC Electric Car Line stop at the Bedford Public Square, by North Park Street down the winding road to the Glens Dance Pavilion and the picnic area behind it. Carloads of people got off often with their picnic baskets, bolsing balls, dancing shoes. In the 1920's Bedford Glens was a favorite park, dancing and bowling spot

Stop 27 was at Interstate Street (McMyler Interstate)

Stop 28 was near Forber Road.

Stop 34 was Dvorak's grocery store.

Stop 35 was by Leader Drug on Northfield Road by Houghton Road.

In 1906 the A.B.C. merged with The Canton-Akron Electric Railway, becoming part of the Northern Ohio Traction and Light Company. Bedford Township people could then go as far south as Uhrichsville, Ohio

The A.B.C. was more often used by people who didn't live in in area, but who wanted to come her. - to work at McMyler Interstate, to pick nuts, fruits, mushrooms along Northfield Road.

In its heyday, 35 trips were scheduled daily between Bedford and Cleveland's Public Square.



TROLLEY BRIDGE

The ABC trolley bridge over Tinker's Creek, about 1910. The two large stone footers on each side of the stream are visible in the picture, and may still be

seen today. The new Metroparks drive is located between the two piers, where the ice-covered Tinker's Creek shows in the photo.

CONRAIL

Conrail is still a busy railroad line whose tracks follow a diagonal line along the eastern edge of the village. Starting at the north, the Conrail tracks cross Tinker's Creek over a large tunnel which replaces an earlier stone viaduct, pass under Egbert Road, follow through Krick Road Industrial Park, and cross Northfield Road, heading in a southeast direction. Then, after crossing Alexander Road, the tracks pass through the eastern side of the Ford Motor Company Walton Hills Stamping Plant and continue out of the village and out of Cuyahoga County.

The railroad line went into service in 1852 as the Cleveland and Pittsburgh Railroad. It offered both passenger and freight service. For many years the line operated as part of the Pennsylvania Railroad System. In 1976, when the United States Congress established Conrail, the line again changed names. As Conrail the rail system operates as a freight carrier, and is an asset to area businesses and industries.

Norfolk gets nod to buy Conrail

By RICHARD G. ZIMMERMAN
and WIRE REPORTS

PD BUREAU

WASHINGTON — Secretary of Transportation Elizabeth H. Dole said yesterday she will recommend to Congress that the Norfolk Southern Corp. be permitted to purchase Conrail for \$1.2 billion in cash and other considerations.

Dole's decision to sell the government-owned rail corporation to Norfolk Southern was immediately met with opposition from Gov. Richard F. Celeste, Rep. Dennis E. Eckart, D-11, of Mentor, and Rep. Edward F. Feighan, D-19, of Lakewood.

A statement attributed only to senior Conrail management also bitterly assailed the proposed sale.

And Norfolk's prime rail competitor in the East, CSX Corp., parent of the Chessie System, said in Senate testimony that it "will do all within our power" to block the sale, including waging a court battle.

Opposition generally centered on the contention that the sale of Conrail, established by Congress in 1976 from the pieces of several bankrupt northeastern railroads, will substantially limit competition, cost jobs and result in higher freight rates.

When Conrail began making a profit in 1981 the Reagan administration made known its intention to get the government out of the railroad business.

CONTINUED ON PAGE 10-A

Conrail sale

■ FROM PAGE 1-A

Ohio officials expressed concern that the sale of Consolidated Rail Corp. to Norfolk Southern, which now operates the Norfolk & Western and the Southern railway companies, would adversely effect Ohio's economy.

"Of all of the bidders, a takeover by Norfolk Southern will have the most adverse impact on rail freight operations in Ohio," Celeste said. "Yet Ohio officials were never involved in any meaningful discussion with the secretary (Dole) about this decision."

Celeste said he is concerned that Norfolk Southern, which directly competes with Conrail in much of the Northeastern corridor, would abandon rail lines in Ohio, costing jobs and essential rail services.

Eckart predicted Congress will exercise its veto power over the sale.

"The sale to Norfolk Southern is the worse possible choice of three absurd options," Eckart said. Like many critics of the sale, Eckart favors consideration of a Conrail public stock offering.

Alleghany Corp. and a group headed by J. Willard Marriott, founder of the hotel chain, also bid on Conrail.

Eckart said one investment firm had put the worth of Conrail at \$3 billion.

The Conrail sale, which Dole had eagerly sought for two years, would create a 33,000-mile railroad giant — by far the nation's largest — with tracks stretching from Kansas City to Jacksonville, Fla., to Boston.

It would end nearly 15 years of federal oversight of the Northeast's trou-

bled railroads, beginning in 1970, when the huge Penn Central Railroad went bankrupt, and climaxing in 1976, when the government forged Conrail from the wreckage of the Penn Central and several smaller lines.

Dole said yesterday the proposed selling price would be a minimum of \$1.2 billion, plus surrender by Norfolk Southern of Conrail's accumulated tax benefits, which include net operating loss carry-forwards of \$2.1 billion and investment tax credits of \$275 million.

Also involved would be Norfolk Southern's agreeing to a set of "restrictive covenants," which Dole said will "safeguard the public interest during Conrail's transition to private ownership."

Dole emphasized that the sale of Conrail to Norfolk Southern had been the subject of a six-month-long review by the Justice Department's Antitrust Division.

"As a result of that review, Norfolk Southern has agreed to divestitures of some lines to smaller railroads and other remedies which will ensure that competition is preserved in the Conrail service area," Dole said.

Among the areas she mentioned as being affected by the Justice Department's divestiture orders were Steubenville, Lorain, Canton and Toledo.

Eckart countered that the Justice Department study indicated that as many as 100 markets in 21 states would be adversely affected by the Norfolk Southern sale and that Dole's listing a few cities for divestiture was no answer.

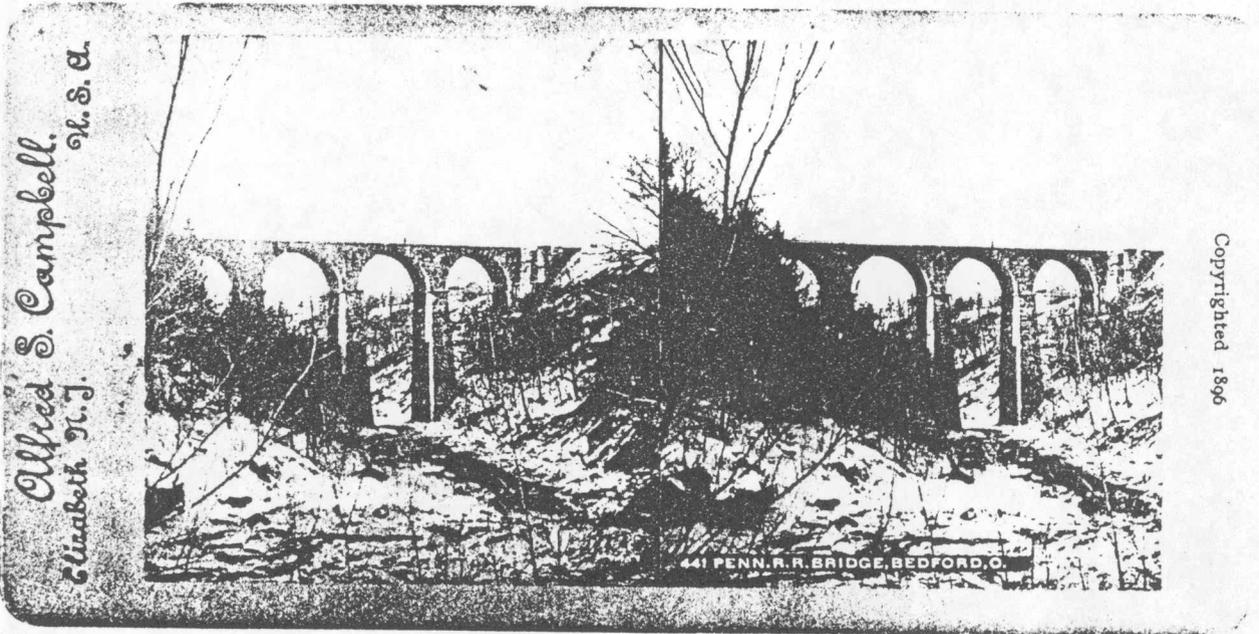
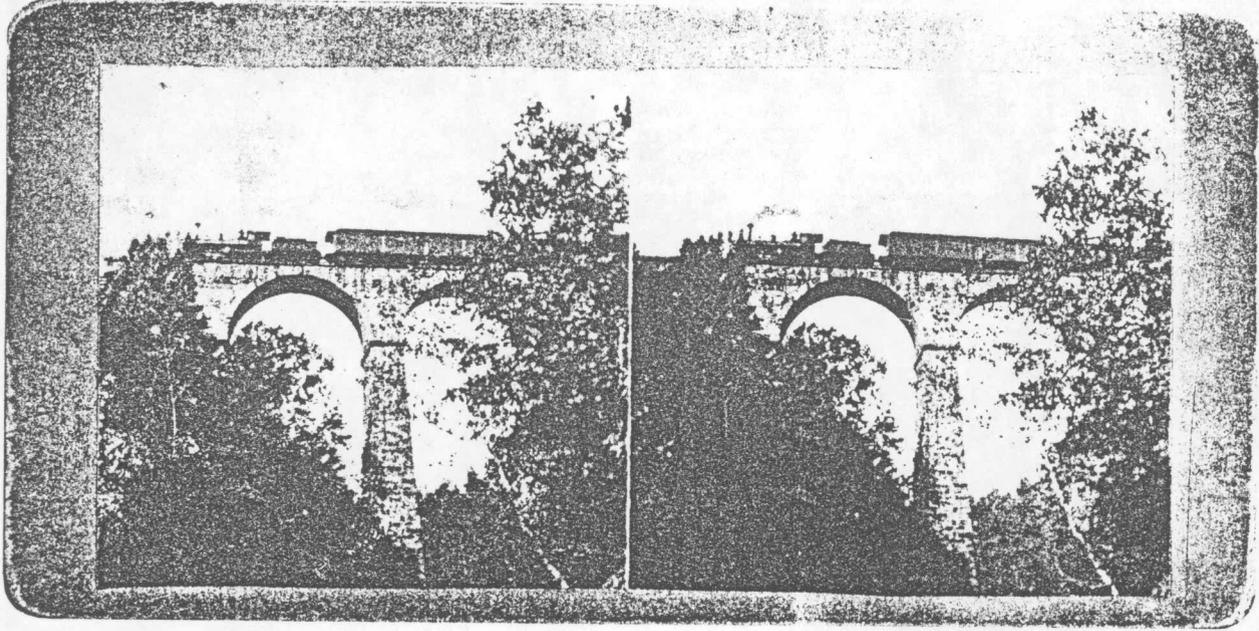
Calling Norfolk Southern and Conrail vigorous competitors, Conrail

management said the sale would "reduce railroad competition in the Northeast corridor." They also favor a public stock offering.

A complete set of hearings in both houses of Congress is expected before a vote is taken on the sale.

In Bedford, by Taylor Street

Stereoscope views were a popular form of home entertainment in the latter part of the nineteenth century. Placed in a viewer, the two images on a card combined to produce a three-dimensional effect. Shown here are two stereoscopic views of the stone railroad viaduct over Tinker's Creek gorge.

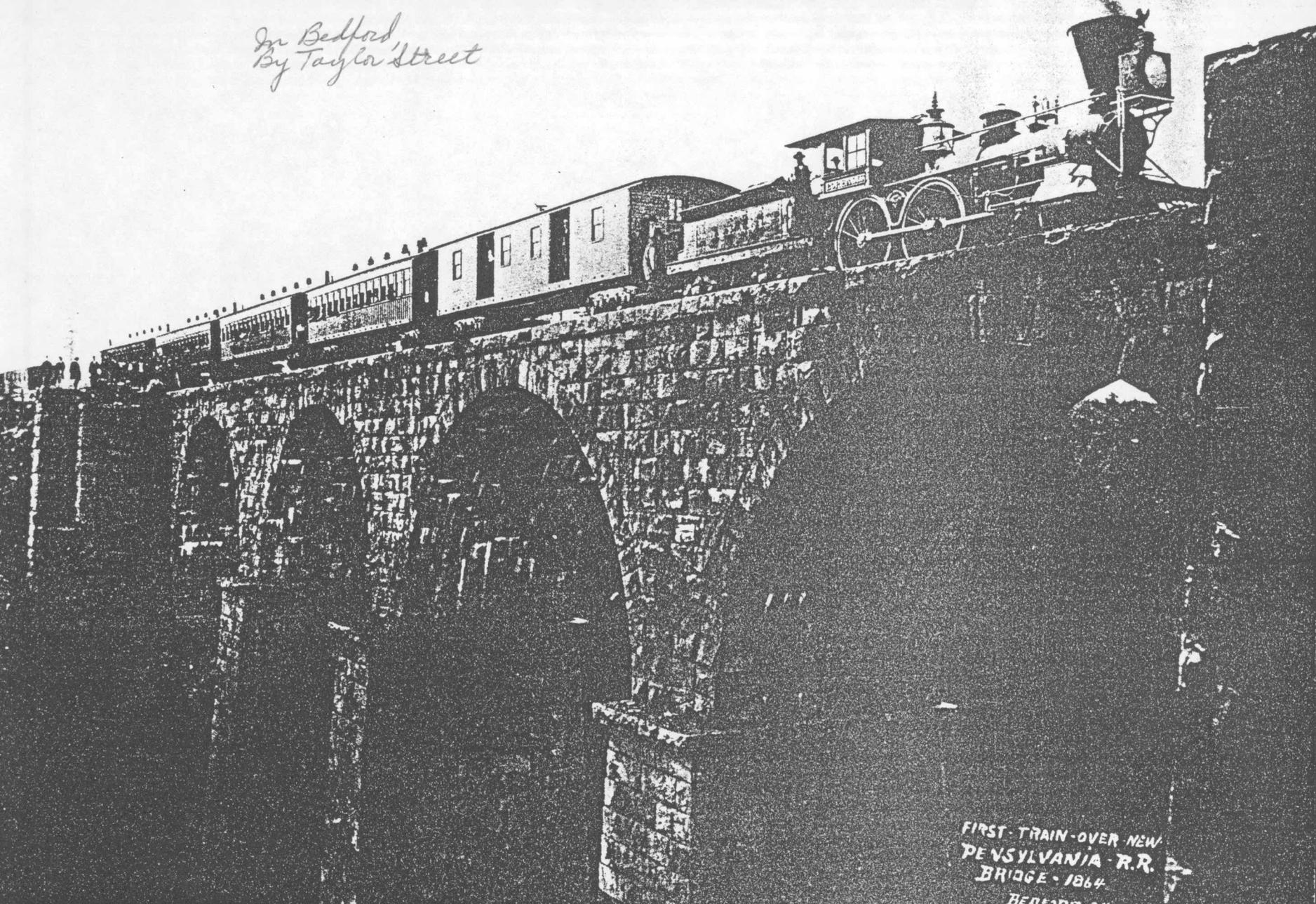


Alfred S. Campbell.
Elizabeth T. J.
N. S. A.

441 PENN. R. R. BRIDGE, BEDFORD, C.

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*In Bedford,
By Taylor Street*



FIRST TRAIN OVER NEW
PENNSYLVANIA R.R.
BRIDGE - 1864
BEDFORD

Wards Airport

The Ward's Crossing Bridge in Walton Hill

In 1936 the highway bridge was built that vaulted Northfield Road over the railroad tracks just over the village line in Bedford Township, now Walton Hills. The bridge eliminated one of the most deadly grade crossings in the state. The tracks cut across the roadway at a very flat angle, and there had been frequent fatal encounters between the Model T's, the Auburns, and Reos, and the speeding Pennsy passenger flyers, with the heavy iron locomotives invariably dominating the meetings. For a period the state erected white crosses along the highways, one for each traffic fatality. The crosses at Ward's Crossing multiplied at an alarming rate, until they eventually gave the appearance of a picket fence.

The graceful arc of the concrete overpass ended the danger and the frustration caused by the long tie-ups on a busy highway, with lengthy lines of autos and trucks waiting helplessly for long, slow freight trains.



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Krick Road Develop.

Aircraft Over Bedford

Often, in the early evening, a steady procession of jet airliners will be seen heading west over the north side of Bedford, on the descent toward Cleveland Airport 20 or so miles ahead. We scarcely even look up to see a big airplane overhead, carrying a couple of hundred human beings. On any of our many days of clear skies, the expanse above will be criss-crossed with the white vapor trails left behind by aircraft five or seven miles up, cruising along at seven or nine miles a minute.

There was a time when a boy would rush out of the house at the sound of an airplane, and watch a little biplane as it sped out of sight. It was often the mail plane also heading west toward the airport, with the single pilot in his open cockpit and two or three bags of airmail stashed inside. The rugged little Douglas or Boeing mail plane would be on the home stretch of the treacherous route from New York, after conquering the fearsome Allegheny Mountains.

The air mail route between New York and Cleveland was marked with beacons at intervals - one of them always visible ahead (in clear weather) helping the lonely pilot to find his way. One of these beacons was on a

tower just off Turney Road, near the Maple Heights line. Its beam of light revolved all night and could be seen for miles around, shining intermittently into upstairs bedroom windows in the area.

One miserable night in May 1930 a mail plane had engine trouble and crashed on the south township countryside, east of Northfield Road and the Pennsylvania Railroad tracks. The pilot, named Samuel Sampson, was flying the Cleveland to New York night air mail. He floated to earth by parachute in the early morning darkness, and landed on the Drake farm.

There were Stearmans and Wacos and Great Lakes Trainers and numerous other open biplanes traversing the skies over the village. Once in a while you might even see a big Ford Trimotor or a Martin bomber, pushing along at 3000 feet and 110 mph with a dozen passengers or an Army flying crew.

Out near the northern edge of the Township (it's now Bedford Heights) was the Bedford Airport, where the daring could buy a five minute ride or even take flying lessons. Later at the opposite end of the Township, just off Northfield Road near Ward's Crossing, was

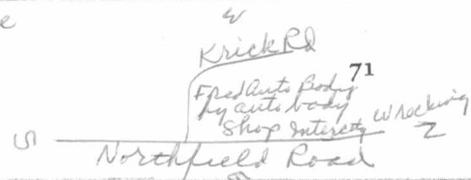


Krick Road, beneath Northfield Road Bridge

1948-1953

Ward's Crossing - run by Walter Vance

some postwar aircraft based there and small private plane



Ward Airport (that's now Walton Hills) where some of the post-war aircraft were based.

In the early thirties we could see sights that most of the rest of the world was excluded from. The giant Navy airship "Akron" would appear from the south and cruise majestically across our town on a routine test and training flight. A couple of hours later it might return, heading for home in the huge Goodyear hanger in Akron. Later the airship's twin, the "Macon," would treat us to similar scenes. Both ships were destroyed by storms after only a couple of years of service, ending the U.S. experiments with the vulnerable dirigibles.

There was that tragic Sunday when Frosty Damback, making an exhibition parachute jump over Kluth Field, struggled all the way down, trying desperately to free the lines to open the chute, until he hit the hard earth. And on another tragic summer day in 1928, young Art Lee, a student pilot, crashed on a training flight, sending the whole town into mourning.

In 1928 the word BEDFORD was painted on the roof of the Masonic Temple in huge yellow letters 12 feet high, as an aid to confused or inquisitive aviators. Once in a while, back in the twenties, a barnstorming pilot might land on the infield of the Maple Heights racetrack off Rockside Road and earn expenses by exchanging a five minute ride in his Curtiss Jenny for a five dollar bill.

When the National Air Races came to Cleveland Airport at the tail end of each



summer the aerial activity would increase over Bedford, as hundreds of planes would converge on Cleveland.

Flying was an adventure then, headline news for each trans-continental or trans-Atlantic flight - both the successes and the failures. It was an interesting time for an "airminded" kid.

Main Street Memo

The Historical Society's Community Building, the former Baptist Church, is being treated to a sparkling paint job - inside and out.

Betty Squire is on the sick list - broken hip.
Evelyn Twitt is coming off the sick list.
Broken finger.

The Public Square is being prepared for its annual mid-summer activity - the Lions Carnival. This year it is to be known as the Lions Festival.

Where were the flags on the Fourth of July?

Pilot Fred Smith with his Ohio National Guard plane in 1929.

